

Gaining in Popularity
'PRINZ LUDWIG'
LIGHT PILSENER BEER
OF EXCELLENT QUALITY.
Per Case of 6 Dozen Pints
\$16.00.
SOLE AGENTS:
H. Price & Co.,
12, Queen's Road.

The China Mail

ESTABLISHED 1846.

DISTILLERS CO., LTD.,
EDINBURGH.
OLD TOM
AND
D. C. L.
DRY GINS.
Per Dozen \$8.50.
SOLE AGENTS:
H. Price & Co.,
12, Queen's Road.

No. 13,185.

號五月七年五零百九千一英

HONGKONG, WEDNESDAY, JULY 5, 1905.

日三初月六年巳乙

PRICE, \$8.00 Per Month.

INSTITUTE OF HYGIENE CERTIFICATE.

THIS is to Certify that the LAGER BEER of Messrs JOHN JEFFREY & CO. of Edinburgh has been passed by the Examining Board of the Institute of Hygiene as fulfilling the Standard of Purity and Quality required by them.
Issued this Second day of January, 1905.

PRICE
\$16.50 PER CASE OF 7 DOZ.
PINTS.

MADEWEN, FRICKEL & CO.,
SOLE AGENTS.
Hongkong, July 4, 1905. 1816

Intimations.

HONGKONG JOCKEY CLUB.

NOTICE.

MEMBERS wishing to subscribe for the next RACES will oblige by at once sending in their names to the Undersecretary, F. H. HUGHES, Clerk of the Course.

Hongkong, July 1, 1905. 1283

THE GREEN ISLAND CEMENT CO. LIMITED.

NOTICE.

SHAREHOLDERS are reminded that the FINAL CALL of \$10 per Share on the new issue of Capital is due on the 30th June, 1905.

SHEWAN, TOMES & CO.,
General Managers.
Hongkong, June 26, 1905. 1228

CHINESE ENGINEERING & MINING COMPANY, LIMITED.

AN INTERIM DIVIDEND of 1/- per Share free of Tax, for Account of the twelve months ending last February has been declared by the Directors of the above company. Coupon No. 4 is payable immediately at The Chartered Bank of India, Australia and China and the Russo-Chinese Bank at Tientsin and Shanghai.

SHEWAN, TOMES & CO.,
Agents.
Hongkong, June 26, 1905. 1227

HUMPHREYS' ESTATE & FINANCE CO., LD.

THE SHARE CERTIFICATE No. 67 for Eighty-seven Shares Numbered 103730-103816 inclusive on which the sum of \$2.50 per Share has been paid-up, standing in the Register in the name of JOHN KOYLE of Hongkong, having been lost, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced at the Office of the Company, Alexandra Buildings, Des Voeux Road, Victoria Hongkong, on or before 6th JULY, 1905, a new Certificate for the said Shares will be issued, and the old Certificate will thereafter be held by the Company as null and void.

JOHN D. HUMPHREYS & SON,
General Managers.
Hongkong, June 9, 1905. 1104

NIPPON LAUNDRY.

No. 62 and 63, PRAYA EAST.
ALL Work done in this Establishment is promptly executed. Notness a Specialty. Ironing and Washing done by experienced Japanese. Prices Moderate.

G. MONYE, Proprietor.
Hongkong, February 13, 1905. 308

COMMERCIAL UNION ASSURANCE CO., LTD.

ASSETS EXCEED \$70,000,000.

FIRE, MARINE, TYPHOON, ACCIDENT, PLATE-GLASS INSURANCE and FIDELITY Guarantee Policies issued at Lowest Current Rates.

W. H. TRENCARD DAVIS,
Branch Manager & Underwriter.
Hongkong, June 9, 1905. 1128

THE POPULAR SCOTCH

'BLACK & WHITE'

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Business Notices.

W. S. BAILEY & CO.

SOLE AGENTS FOR

THE PULSOMETER ENGINEERING CO., LD.

STEAM PUMPS OF EVERY DESCRIPTION.

HONGKONG, CANTON, MACAO AND WEST RIVER STEAMERS.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND THE CHINA NAVIGATION COMPANY, LTD.

Hongkong-Canton Line.

s.s. HONAM, 2,355 tons, Captain H. D. Jones.
s.s. POWAN, 2,338 tons, Captain G. F. Morrison, R.N.R.
s.s. FATSHAN, 2,200 tons, Captain R. D. Thomas.
s.s. HANKOW, 3,073 tons, Captain C. V. Lloyd.
s.s. KINSHAN, 1,995 tons, Captain J. J. Eosha.
Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday Excepted), 9 p.m. and 10.30 p.m. (Saturday Excepted).
Departures from Canton to Hongkong daily at 8.30 a.m., 3 p.m. and 6 p.m. (Sunday excepted).
These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin accommodation.

Hongkong-Macao Line.

s.s. HEUNGSHAN, 1,998 tons, Captain W. E. Clarke.
Departures from Hongkong to Macao every Tuesday, Thursday and Saturday at 8.30 a.m.; and leaves Macao for Canton every Monday, Wednesday and Friday at 8 a.m. (See Special Summer Time Table).
Departures on Sundays at Noon. Departures from Macao to Hongkong daily at 8 a.m.

Canton-Macao Line.

s.s. LUNGSHAN, 219 tons, Captain T. Hamlin.
s.s. NANNING, 569 tons, Captain C. Butchart.
One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about five days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the —

HONGKONG, CANTON & MACAO STEAMBOAT CO., LD.

18, Bank Buildings, Queen's Road Central, opposite the Hongkong Hotel, Or of BUTTERFIELD AND SWIRE, Agents, CHINA NAVIGATION CO., LTD.

18

HOTEL BALTIMORE (LATE HOTEL AMERICA)

2, WYNDHAM STREET.

A FIRST CLASS HOTEL under European Management. NICELY FURNISHED, AIRY ROOMS, EVERY COMFORT FOR RESIDENTS AND TOURISTS. EXCELLENT CUISINE. Three minutes' walk from the Ferry Wharf. Terms Reasonable. Apply. THE MANAGERESS. 1161

PUBLIC HOUSE.

29, WYNDHAM STREET.

1835

LANE, CRAWFORD & CO.

'VETO' GOLOSHES

LADIES' \$2.00 PER PAIR. GENTLEMEN'S \$2.50 PER PAIR.

SMART APPEARANCE, LIGHT WEIGHT, EASILY ADJUSTED.

Hongkong, June 23, 1905. 1208

REWARD OF \$5,000.

OFFERED by the Undersigned for the Arrest and Conviction of any person or persons who are in the habit of smuggling large Quantities of Opium into this Colony.

CHIN JOO HENG CO.,
OPIMUM FARMER.
Hongkong, June 19, 1905. 1179

SELECT BOARD & RESIDENCE AT 'BRAESIDE'

A LARGE and COMMODIOUS RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large, Airy and nicely furnished Bedrooms, every home comfort. Fine view of the Harbour. Terms Moderate. Apply to

MRS F. W. WATTS,
BRAESIDE, 20, MACDONNELL ROAD, (Late of 'TANG YUEN').
Hongkong, June 19, 1905. 97

ROYAL HAIRDRESSING SALOON.

No. 14, BEACONSFIELD ARCADE.

Wish to notify the Public generally of Hongkong that we have just OPENED a First-class Tonsorial Hall at the above address. We make Cleanliness a Specialty.

VICENTE BANCENILLA, Proprietor.
Hongkong, April 10, 1905. 463

ROYAL TOBACCO FACTORY.

9, BEACONSFIELD ARCADE.

HAVE always a FRESH SUPPLY of TURKISH TOBACCO. Our EGYPTIAN CIGARETTES are Fresh, as we make them every day. We can recommend them as First-class Smokes. We receive our Tobacco Fresh from Egypt by every mail. A Trial Order will satisfy the most sceptical. We defy competition.

T. E. P. SPYROPOULOS, Proprietor.
Hongkong, February 15, 1905. 829

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. — Prior, \$1 each. China, Metric Office.

CARLTON HOUSE HOTELS,
No. 8 and 10, Ice House Road.
EXCELLENT FURNISHED ROOMS.
COMFORT OF RESIDENTS AND THE CUISINE A SPECIALTY.
FOR TERMS, APPLY TO THE MANAGER.
Hongkong, April 18, 1905.

LEE CHEE WING & CO. 義
28 & 29, LEE YUEN STREET (WEST) HONGKONG.

DEALERS IN

All Sorts of COPPER, BRASS, STEEL IRON WARE, &c.

STEEL GRIDDERS and TEES.

CORRUGATED IRON, PIG IRON, &c.

Suitable for SHIPS, ENGINEERS and HOUSE BUILDERS.

Hongkong, May 29, 1905. 1227

MEE OH HUNG,
HIGH-CLASS PHOTOGRAPHER.
Developing and Printing for Amateurs. ENTANGLEMENT A SPECIAL FEATURE.

BRANCH HONGKONG HOTEL CORRIDOR. 1587

BELL'S ASBESTOS

EASTERN AGENCY, LTD.

ENGINE PACKINGS AND JOINTINGS

FOR HIGH OR LOW PRESSURES.

PUMP PACKINGS.

OFFICE AND SHOW ROOM: 6, DES VŒUX ROAD.

LANE, CRAWFORD & CO.

TWIN BEDSTEADS

IN BRASS AND ENAMELLED ART COLOURS.

This Pattern in Art Green Brass Mounted.

Size 6ft. 6in. by 3ft. 3in. Each. \$85 PER PAIR.

LANE, CRAWFORD & CO.

The Peak Hotel.

ADMIRABLY SITUATED AT VICTORIA GAP. Adjoining the Tramway Terminus, 1,400 feet above Sea Level. PEN to the South Winds in Summer and protected from the North-East Winds in Winter. Commanding a magnificent view of Hongkong, the Harbour and adjacent islands for forty miles.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURIST'S HOTEL. Terms—From 12s. per day. TOWN OFFICE:—3, DUNDRELL STREET. Hongkong, March 27, 1905. Cable Address: 'PEACEFUL.' 18

STAG HOTEL.
148, QUEEN'S ROAD CENTRAL.
A FIRST CLASS HOTEL, MOST CENTRALLY SITUATED. WELL FURNISHED AND AIRY BEDROOMS. Monthly Boarders accommodated on very Moderate Terms. For Particulars, apply to THE MANAGER. Hongkong, November 8, 1904. 1885

N. LAZARUS, 10, D'AGUIAR STREET, HONGKONG. OPTICIAN. EIGHT TESTED FREE. LENSES GRIND ON THE PREMISES. A. S. TUXFORD, Manager. Hongkong, October 1, 1904. 1797

D. NOMA, TATTOOER, 60, QUEEN'S ROAD CENTRAL. THE Public are informed that my Parlours are open from 9 a.m. till 5 p.m. My 32 years' experience in tattooing is a guarantee of good work and prompt execution. My Colours are absolutely fast and perfectly harmless, and produce a charming effect not attained by any other, as their composition is only known to me. H. R. H. The Duke of York, and H. I. H. The Emperor of Russia, both honoured me with their patronage; besides many others of high rank. Prices Moderate and satisfaction guaranteed as attested by 3700 Recommendations which I have received from all Sources. Hongkong, August 2, 1904. 1419

CLARK'S STUDIO, 4, ICE HOUSE STREET. PORTRAITURE IN ALL STYLES. AMATEUR WORK A SPECIALTY. Hongkong, October 5, 1904. 1812

BAHADUR CIGARS. THE PREMIER CIGAR OF INDIA. No. 1. \$2.75 per 100. No. 2. 2.50 per 100. No. 3. 2.25 per 100.

GREGOR & CO., SOLE AGENTS. Hongkong, July 5, 1905. 2110

Business Notices.

BELL'S ASBESTOS

EASTERN AGENCY, LTD.

ENGINE PACKINGS AND JOINTINGS

FOR HIGH OR LOW PRESSURES.

PUMP PACKINGS.

OFFICE AND SHOW ROOM: 6, DES VŒUX ROAD.

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IN BRASS AND ENAMELLED ART COLOURS.

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GREGOR & CO., SOLE AGENTS. Hongkong, July 5, 1905. 2110

Business Notices.

GREEN ISLAND CEMENT CO., LD.

PORTLAND CEMENT

Casks of 375 lbs. net, \$4.50 per Cask, ex Factory.

\$2.70 per Bag, 250 lbs. net, ex Factory.

Shewan, Tomes & Co.,

GENERAL MANAGERS.

Hongkong, March 7, 1905. 2653

FAIRALL & CO.

SEASON'S NOVELTIES

IN ALL DEPARTMENTS.

NEW CONSIGNMENT OF

CHILDREN'S SHOES & SANDALS.

DRESSMAKING A SPECIALITY.

22, QUEEN'S ROAD, OPPOSITE HONGKONG HOTEL.

Hongkong, May 20, 1905. 1096

HONGKONG HOTEL.

UNRIVALLED FOR COMFORT AND CUISINE.

THOROUGHLY UP TO DATE WITH EVERY MODERN LUXURY

MODERATE TERMS AND NO EXTRAS.

[218] A. F. DAVIES, Acting Manager.

THE CONNAUGHT HOTEL,

QUEEN'S ROAD CENTRAL.

A FIRST CLASS HOTEL, SITUATED NEAR THE BANK AND PRINCIPAL OFFICES. EXCELLENT CUISINE AND WINE.

Large and lofty Rooms Elegantly Furnished. Hydraulic Elevator. Hot and Cold Water throughout. Special Rates for Tourists. Launch Service for Guests.

For Terms, apply THE MANAGER.

5

THOMAS' HOTEL.

A FIRST CLASS HOTEL, most centrally situated; Well Furnished and Airy Bedrooms. Monthly Boarders accommodated on very Moderate Terms.

For Particulars, apply to THE MANAGER.

Hongkong, August 1, 1904. 1413

'NESTOR' SANITARY FLUID.

A CHEAP AND RELIABLE DISINFECTANT

IN ONE GALLON AND FIVE GALLON TINS.

THE VICTORIA DISPENSARY,

Queen's Road Central, Hongkong.

W. BREWER & CO.

23 and 25, QUEEN'S ROAD.

LEADING BOOKS.

Collins' Graphic English Dictionary; Illustrated with Numerous Engravings, and 10 Full Pages Coloured Plates ... \$8.00

The Arabian Nights Entertainment 1.50

Gulliver's Travels ... 1.50

Esop's Fables: Fully Illustrated 1.50

Grimm's Fairy Tales; Illustrated ... 1.50

Pears' Cyclopaedia85

Chamber's Concise Gazetteer of the World ... 6.50

Japan in Pictures, by Douglas Sladey ... 2.50

The Pocket Atlas of the World ... 1.00

Coral Reefs, by Darwin ... 1.50

Brassie's Naval Annual, 1905 ... 13.00

Pictures of the Year, 190560

Macao, by J. Dyer Ball ... 1.50

Whitaker's Poemage, 1905 ... 2.50

Collins' Gem Pocket Dictionary90

New Book of Views of Hongkong, Canton and Macao; 24 Views ... 1.00

A Set of Post Cards, 28 for ... 2.00

KUPPER'S PILSENER BEER.

The best PILSENER in the East; ask for Kupper, and see that you get it.

Telephone No. 75.

Caldbeck, Macgregor & Co.,

SOLE AGENTS.

15, QUEEN'S ROAD CENTRAL.

Hongkong, July 3, 1905. 2110

somewhat similar design to this last are in possession of his Majesty the King at Windsor Castle, and a photograph of them appear as a frontispiece to the sixth edition of Cripps' 'Old English Plate'.

The sight of Mr. Orleton walking out of the sale-room with over £20,000 worth of plate in his arms reminded many an envious collector of the extreme portability of old silver which, as this sale proved, has not only maintained but advanced in value.

ORATOR'S TRICKS.

Public speakers of all kinds have many little tricks for managing and 'holding' an audience (say the writer of an article entitled 'Tricks Adopted by Platform Speakers' in Cassell's Saturday Journal for June). More than one successful orator now appearing before the public has his favourite platform pose, a way of standing that he knows presents him in picturesque attitude to his audience. Several speakers take with them wherever they go special small tables, made to exact height, that just suit them to lean upon when speaking. Inadvertently left behind, the 'speaking table' of one noble Lord was last year sent on by special train. There is a lady speaker, a champion of the poor, who has a special 'platform cough'. If proceedings become coming dull, and people listen listlessly, the lady, at the finish of a phrase, fires off, as a kind of aside, her special cough. A reporter has said: 'It is not a comic cough, but it is a cough in some way so unlike the lady herself that it always concentrates thought upon her.' In addressing working-men, evidence of acquaintance with trade terms often is valuable. Appealing to an audience of leather-workers, a speaker provoked ringing cheers when he referred to a kind of leather known as basile, for he pronounced the word 'bazile', as the men did, and not 'bas-ill', the name of a culinary herb, as it was rendered by his opponents. Speaking to the men at a great glass works a member of Parliament told them to support him, and the opposing party would soon 'fly'. Cheers greeted the hit, for 'fly' meant here not merely 'be routed', but, technically, the cracking of a glass vessel by the expansion of an air-bubble within it. 'Looking back over my reported speeches, says an old hand at electioneering, 'I find that perhaps most of the "loud cheers" and "much laughter" provoked were the result of either local allusions or impromptu remarks that I had introduced into my speech on the spur of the moment. The best "stock gag" you can find will not cause the enthusiasm which, say, a bit of repartee to a questioner will call forth. Amongst other tricks, the pre-arranged interruption is not unknown. A secret confederate of the speaker asks some seemingly damaging question, and is promptly 'demolished' from the platform. The expedient may, however, be dangerous. At an important meeting, a prominent lawyer and politician—genial in private life, impressive as a public speaker—was heckled by a small man seated near the front row. Drawing himself to his full height, the orator said slowly, in tones of withering scorn: 'How can you, a respectable British working man say such a thing?' Completely taken aback by the orator's 'tremendous' platform manner, the interrupter, telling the truth, blurted out: 'Why, sir, you told me to.'

The capital invested in electric lines of the United States, including street railways, is £243,627,600.

Of European nations the Norwegians and Swedes are the longest-lived, and the Spaniards the shortest.

Contracted Chronic Diarrhoea While in the Philippines.

WHILE with the U.S. Army in the Philippines, I contracted chronic diarrhoea. I suffered severely from this terrible disease for over three years and tried the prescriptions of numerous physicians, but found nothing that did me any good until I tried Chamberlain's Colic, Cholera and Diarrhoea Remedy, two small bottles of which entirely cured me and I have since had no return of the disease. HERMAN STEIN, 212 N. Union Ave., Pueblo, Colorado, U.S.A. For sale by All Dealers; WATKINS & Co., Ltd., General Agents.

Dentistry.

THE AMERICAN SYSTEM OF DENTISTRY.

Dr. M. H. CHAUN, 37, DES VŒUX ROAD CENTRAL, HONGKONG, From the University of Pennsylvania, U.S.A. Hongkong, July 28, 1904. 1386

KWAN LEE SHEUNG, DENTIST.

(STUDENT OF DR. G. O. ROGERS), TAI SAN STREET, CANTON. March 10, 1905. 613

S. I. N. T. I. N. G. Surgeon Dentist.

No. 14, D'ARQUER STREET. TERMS VERY MODERATE. Consultation Free. Hongkong, April 24, 1905. 825

DR. HARRY FONG, AMERICAN TRAINED DENTIST.

ELECTROCAL and Latest Improved Appliances. 51, QUEEN'S ROAD CENTRAL, Hongkong, July 28, 1904. 1379

THE OWL, GRILL & OYSTER ROOM.

COOKING done by a European Cook. ALL KINDS OF LIQUOR served with Meals. Special Rates to Monthly Boarders. No. 51, DES VŒUX ROAD CENTRAL. Hongkong, March 14, 1905. 532

HOTEL METROPOLE. THE FAVOURITE AND POPULAR SUMMER RESORT. UNDER ENTIRELY NEW MANAGEMENT.

SPLENDID ACCOMMODATION.—Only Leading Brands of Liquors kept. Everything sold true to name and label. Draught Beer drawn from the Wood. BILLIARDS AND OTHER SPORTS. PRIVATE DINNERS A SPECIALITY. J. H. NEWBOLD, Proprietor. Hongkong, April 1, 1905.

ESPECIAL OLD TOM GIN.

MARSHALL AND ELVY'S

SATINETTE

(REGISTERED)

DOUBLY DISTILLED AND OF MATURED AGE.

TO BE OBTAINED FROM—

THE MUTUAL STORES,

DES VŒUX ROAD.

Hongkong, May 17, 1905. 572

FOR CANTON.

THE new and fast Twin-Screw Steamer SAN CHEUNG, 551 Tons, Captain J. McGarry, will leave for Canton at 9 P.M., on SUNDAYS, TUESDAYS and THURSDAYS and return to Hongkong on the following days, leaving Canton at 5 P.M. Excellent accommodation. Electric Light, and perfect cuisine. Wharf at Hongkong near Harbour Office. First-class Fare, \$3 each way. Second-class, \$1.00 each way. Meals, \$1 each. Cargo Freight very moderate.

CHEUNG ON STEAMBOAT CO., LTD., No. 138, Connaught Road Central. Hongkong, April 1, 1905. 700

STEAM TO CANTON.

THE new Twin-Screw Steamer KWONG CHOW, 1,309 tons, Captain P. MARTIN, will leave HONGKONG for CANTON at 9 P.M. on SUNDAYS, TUESDAYS, THURSDAYS and FRIDAYS. Leave CANTON for HONGKONG about 5.30 A.M. Every Evening (Sunday excepted). These fine new Steamers have unexcelled accommodation for First-Class Passengers and are lit throughout by Electricity. Electric Fans in First-Class Cabins. Passage Fare—Single Journey, \$4.00. Meals, \$1.00 each. The Company's Wharf is a short distance West of the Harbour Master's Office. SHIU ON S.S. CO., LTD., AND YUEN ON S.S. CO., LTD., No. 8, QUEEN'S ROAD WEST. Hongkong, June 26, 1905.

HONGKONG-MACAO LINE.

S. S. WING CHAI, CAPTAIN T. AUSTIN, R.N.R. THIS Steamer departs from HONGKONG on WEEK DAYS at 7.30 A.M., and on SUNDAYS at 8.30 A.M. Departs from MACAO on Week Days about 2.30 P.M., and on SUNDAYS at 3.30 P.M.

FARES.—Week Days 1st Class, including cabin and servant, Single \$3, Return Ticket \$5. 2nd class \$1, 3rd Class 60 Cents. Every Sunday there will be an Ekourion, at the following rates: 1st and 2nd Class Single Ticket \$1, Return \$2, 3rd Class, Single 30 Cents, Return 60 Cents; Steerage 10 Cents.

Any Meals can be supplied on Board at a charge of \$1.00 per Meal. On Sundays, Passengers desiring to have a Private Cabin which has accommodation for two or more passengers, will be charged \$3 extra.

First-class Passengers who do not care to return on the Ekourion Sunday, will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler Cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day. The Ship is lit throughout by Electricity.

The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.

SAM WANG COY., 81, QUEEN'S ROAD CENTRAL. Hongkong, June 1, 1905. 1084

WEEKLY NEWS FOR HOME.

The Overland China Mail

Published to suit the Departure of each English and French Mail Steamer to Europe.

FULL REPORTS

AND ALL THE LATEST INTELLIGENCE (Commercial, Shipping, etc.) \$17 per Annum (including Postage).

* CHINA MAIL OFFICE, 6, WYNDHAM STREET, HONGKONG.

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, AFRIKA, THIBET, JORDAN AND JAPAN. Entrusted to the Society of the 'MISSION PUBLISHERS.'

Translated by EDWARD HARRIS PARKER and Reprinted from 'THE CHINA REVIEW.' PRICE ONE DOLLAR.

For Sale at The 'CHINA MAIL' OFFICE, 6, WYNDHAM STREET.

Auctions.

PUBLIC AUCTION.

IN THE SUPREME COURT OF HONGKONG.

ORIGINAL JURISDICTION.

Action No. 135 of 1905.

TO be Sold by Public Auction by Order of The Supreme Court of Hongkong, VALUABLE LEASEHOLD PROPERTY Situate at KOWLOON, in the Colony of Hongkong, on

FRIDAY,

the 14th day of July, 1905, at 3 o'clock in the afternoon, at Messrs HUGHES and HOGUE'S SALES ROOMS, DES VŒUX ROAD CENTRAL.

All that piece or parcel of ground registered in the Land Office as HYUNGWAH, ISLAND Lot No. 249 together with the building thereon known as No. 74, Des Vœux Road, Hung Hom, abutting on the North side thereof on Crown Land and measuring thereon 15 feet; on the South side thereof on Hung Hom Road and measuring thereon 15 feet; on the East side thereof on Hung Hom Island Lot No. 224 and measuring thereon 60 feet; and on the West side thereof on Hung Hom Island Lot No. 248 and measuring thereon 60 feet, and which said piece or parcel of ground contains in the whole 750 square feet and is delineated on the plan attached to and is coloured red thereon, and is held from the Crown for the term of 75 years from the 19th day of December, 1892, granted by a Crown Lease dated the 3rd day of June, 1902. Annual Crown Rent \$7.00.

For further particulars and conditions of Sale, apply to Messrs JOHNSON, STOKES and MASTER, Solicitors for the Plaintiff in the above action, or to Messrs HUGHES & HOGUE, Auctioneers. Dated, the 28th day of June, 1905. 1247

PUBLIC AUCTION.

MESSRS HUGHES & HOGUE have received instructions to Sell by Public Auction, on

FRIDAY,

the 21st day of July, 1905, at 3 P.M., at their SALES ROOMS,—

The following VALUABLE LEASEHOLD PROPERTY Situate at MOUNT KELLET, in the Colony of Hongkong, viz:—

1. All that piece or parcel of ground being a portion of the piece or parcel of ground situate at Mount Kellett aforesaid registered in the Land Office as Rural Building LOT No. 76 abutting on the North side thereof on a portion of the said Rural Building LOT No. 76 described on the Sale plan thereof as LOT No. 2 and measuring thereon 330 feet or thereabouts on the South side thereof partly on Crown Land and partly on Government pavilion and measuring thereon 298 feet or thereabouts on the East side thereof on Mount Kellett Road and measuring thereon 163 feet or thereabouts and on the West side thereof on Crown Land and measuring thereon 161 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as LOT No. 1 and contains an area of 56,700 Square feet or thereabouts. Appportioned annual Crown Rent \$18.50.

2. All that piece or parcel of ground being another portion of the said Rural Building LOT No. 76 abutting on the North side thereof partly on a portion of the said Rural Building LOT No. 76 and partly on Crown Land and measuring thereon 240 feet or thereabouts on the South side thereof on another portion of the said Rural Building LOT No. 76 described on the said Sale plan as LOT No. 1 and measuring thereon 330 feet or thereabouts on the East side thereof on Mount Kellett Road and measuring thereon 139 feet or thereabouts and on the West side thereof on Crown Land and measuring thereon 218 feet or thereabouts which said piece or parcel of ground is described on the said Sale plan as LOT No. 2 and contains an area of 56,700 square feet or thereabouts. Appportioned Annual Crown Rent \$18.50.

The above two pieces or parcels of ground are held from the Crown for the term of 75 years from the 19th day of December, 1892, granted by a Crown Lease of the whole of the said Rural Building LOT No. 76 dated the 3rd day of June, 1902.

A Sale plan of the said property can be inspected at the Office of Messrs Johnson, Stokes and Master, and at the Auctioneers Office.

For further particulars and conditions of sale, apply to Messrs JOHNSON, STOKES and MASTER, Solicitors for the Vendors; or to Messrs HUGHES and HOGUE, Government Auctioneers. Hongkong, June 21, 1905. 1197

THE HONGKONG DOCKS.

A Record of the Founding and Development of the Hongkong and Whampoa Dock Co., Limited.

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Orders booked by Manager, 'CHINA MAIL'.

His Britannic Majesty's Ships on the China Station.

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Alacrity	despatch-vessel	1700	12	3000	Comdr. Richard M. Harbord	Whaiwai
Algerine*	ship	1050	8	1400	Reserve	Hongkong
Andromeda	cruiser, 1st class	11,000	16	18,500	Capt. R. N. Cunningham	Whaiwai
Arun	torpedo-boat destroyer	650	6	7000	Lt.-Comdr. R. H. H. H. H. H.	Whaiwai
Astrea	cruiser, 2nd class	4350	10	7000	Capt. L. G. Tufnell	Shanghai
Bonaventure	cruiser, 2nd class	4350	10	7000	Capt. H. H. T. T. T.	Whaiwai
Beaumont*	gunboat, 1st class	710	6	1300	Reserve	Hongkong
Britomart*	gunboat, 1st class	710	6	1300	Reserve	Hongkong
Cadmus	ship	1070	6	1400	Comdr. Luard	Yangtze
Cherub	water tank and tug-ship	390	—	390	—	Yangtze
Clio	ship	1070	6	1400	—	Yangtze
Doe	torpedo-boat destroyer	580	6	7000	Comdr. H. D. Wilkin, D.S.O.	Hongkong
Diadem	cruiser, 1st class	11,000	16	18,500	Capt. H. W. Savory, R.N.	Hongkong
Erna	torpedo-boat destroyer	580	6	7000	Lt.-Comdr. R. H. Bath	Whaiwai
Etrich	torpedo-boat destroyer	580	6	7000	Lt.-Comdr. R. H. Bath	Whaiwai
Exo	torpedo-boat destroyer	580	6	7000	Lt.-Comdr. R. H. Bath	Whaiwai
Fama	torpedo-boat destroyer	580	6	7000	Lt.-Comdr. R. H. Bath	Whaiwai
Glory	battleship, 1st class	12,950	16	13,500	Captain Hon. Walter G. Stopford	Whaiwai
Handy	torpedo-boat destroyer	275	6	4000	Lt.-Comdr. J. May	Whaiwai
Hart	torpedo-boat destroyer	275	6	4000	Lt.-Comdr. J. May	Whaiwai
Hecla	Special Torpedo-vessel	2400	14	21,000	Capt. E. F. B. Phanton	Whaiwai
Hogue	cruiser, 1st class	12,000	16	9000	Captain W. B. Fauchner	Singapore
Indignia	cruiser, 2nd class	4350	10	7000	Lt.-Comdr. C. Seymour	Whaiwai
Ischen	torpedo-boat destroyer	580	6	7000	Lt.-Comdr. W. H. Darwall	Hongkong
Janus	torpedo-boat destroyer	280	6	3900	Lt.-Comdr. E. V. R. Dugmore	Yangtze
Kinsha	river gunboat	616	4	1200	Lt.-Comdr. F. B. Noble	West River
Moorehen	river gunboat	180	2	800	Lt.-Comdr. J. Kiddle	Whaiwai
Otter	torpedo-boat destroyer	350	6	6300	Reserve	Hongkong
Phonix*	ship	1015	6	1400	Comdr. C. E. Moore	Yangtze
Rambler	river gunboat	85	2	240	Lt.-Com. R. E. Vaughan	West River
Robin	ship	85	2	240	Reserve	Hongkong
Rosie*	cruiser, 2nd class	3600	8	9000	Capt. O. H. H. Moore	Whaiwai
Sandpiper	river gunboat	85	2	240	Lt.-Comdr. Davidson	Yangtze
Sirius	cruiser, 1st class	12,000	16	21,000	Captain Wm. L. Grant	Hongkong
Snipe	torpedo-boat destroyer	550	6	6500	Reserve	Hongkong
Sudley	torpedo-boat destroyer	450	6	5500	Commodore Dicken	Yangtze
Taku	receiving ship	180	2	800	Lt.-Comdr. E. Leeson	Whaiwai
Tamar	river gunboat	355	4	6300	Comdr. R. W. Glennie	Surabaya
Tenby	torpedo-boat destroyer	355	4	6300	Lt.-Com. O. E. L. Thomas	Whaiwai
Waterwitch	surveying ship	820	—	450	Lt.-Com. O. W. Wrightson	Upper Yangtze
Whiting	torpedo-boat destroyer	360	6	5900	Lt.-Com. Jno. F. Knox	Upper Yangtze
Woodcock	river gunboat	160	2	500	—	—
Woodlark	river gunboat	160	2	500	—	—

* Flag of Vice-Admiral Sir Gerard H. Noel, Commander-in-Chief.

* Ships marked thus should not be shown.

Foreign Men-of-war on the China and Japan Station.

Name	Flag and Description.	Tons.	Guns.	H.P.	Captains.	
Austro-Hungarian cruiser	Austro-Hungarian cruiser	2437	20	7300	Capt. Friedrich Grunenberg	Singapore
Kaiserin Elisabeth	Austro-Hungarian cruiser	4000	29	8900	Captain Miral Franz	Shanghai
Achenon	French armoured gunboat	1788	10	1700	Comdr. Laferrière	Salmon
Alouette	French gunboat	300	7	400	Lieut. A. Varney	Salmon
Argus	French gunboat	123	—	500	Lieut. Crepin	Hongkong
Aspic	French gunboat	476	8	450	Lieut. Journe	Salmon
Avalanche	French gunboat	140	5	150	—	Halphong
Bengali	French gunboat	580	6	400	—	Salmon
Buganda	French cruiser	3740	29	9000	Capt. Lefèvre	Salmon
Cassiope	French gunboat	140	5	150	—	Salmon
Cassiope	French gunboat	8018	18	17,000	Captain V. Poldone	Salmon
Cometa	French cruiser	525	4	438	Commander Lovel	Salmon
Dodécie	French gunboat	690	10	900	Commander L'Est	Halphong
D'Assas	French cruiser	4000	31	9500	—	Salmon
Estoc	French gunboat	350	7	303	Lieut. Jehenne	Halphong
Froude	French destroyer	9376	30	20,200	—	Halphong
Gueydon	French gunboat	307	7	300	Lieut. Comdr. Beaussant	Halphong
Hervé Riviere	French destroyer	1250	6	2200	Commander Le Gollere	Halphong
Javotte	French gunboat	9760	12	19,636	Captain Croc	Halphong
Kersaint	French gunboat	350	7	300	Lieut. de Veau Fran	Along Bay
Montcalm	French torpedo-boat	4015	27	8500	Capt. Hourst	Yangay
Mosquet	French cruiser	350	7	300	Comdr. Senes	Hongkong
Olivier	French gunboat	9437	8	6071	Lieut. de Voerth	Salmon
Pascal	French torpedo-boat	1796	10	1700	Capt. Vincent	Salmon
Pistolet	French cruiser	9858	—	20,000	Captain Guiberteau	Along Bay
Redoutable	French cruiser	629	2	800	Lieut. Hoigne	Shanghai
Sally	French gunboat	6150	23	4500	Captain Blanche	Yangay
Surprise	French gunboat	123	7	600	Lieut. Carol	Along Bay
Takhang	French cruiser	11,000	36	14,000	Captain Prowe	Canton
Vauban	French cruiser	1776	15	2860	Comdr. von Studnitz	Tsingtao
Vigilante	French gunboat	6230	34	10,000	Capt. Weber	Singapore
Euret Bismarck	German flagship	6500	37	10,000	Capt. Baron Schimmelmenn	Tsingtao
Geler	German cruiser	1090	10	1300	Comdr. Baron von M. Hülse	Shanghai
Hansa	German cruiser	900	10	1300	Comdr. Klose	Nanking
Heinrich	German gunboat	1008	8	875	Comdr. Krenke	Hankow
Rita	German gunboat	1840	15	2800	Comdr. von Grunke	Manila
Jaguar	German gunboat	2680	24	8000	Comdr. Persia	Tsingtao
Luchs	German gunboat	900	10	1300	Captain Vici	Tsingtao
Möwe	German gunboat	170	5	1300	Comdr. Delmberg	Anoy
Secador	German cruiser	170	5	1300	Comdr. Giebbert	Canton
Thetis	German gunboat	170	5	1300	Lieut. Schart	Shanghai
Tigre	German gunboat	2300	10	7471	Captain Borea Ricci	Shanghai
Tsingtau	German gunboat	2	—	—	Captain Presbitero	Shanghai
Vorwärts	German gunboat	2438	29	7000	Capt. Pescetto	Shanghai
Elba	Italian cruiser	1890	14	4000	Captain d'Antas Ribeiro	Macao
Marco Polo	Italian cruiser	720	20	6000	Captain Coutinho	Macao
Puglia	Italian cruiser	3215	20	6000	Capt. Manuel Vasco de Carvalho	Macao
Adamastor	Portuguese cruiser	7500	23	7500	Capt. Dyar	Cavite
Dia	Portuguese gunboat	1000	12	1227	Capt. Rohrer	Shanghai
Vasco de Gama	Portuguese cruiser	4200	7	8000	Lieut. Woodward	Manila
Albany	U. S. cruiser	4600	—	—	Capt. Sargeant	Manila
Annapolis	U. S. gunboat	4200	7	8000	Lieut. Irwin	Manila
Bainbridge	U. S. torpedo-boat destroyer	4200	7	8000	Lieut. Diemaker	Hongkong
Baltimore	U. S. cruiser	208	10	1000	Lieut. E. P. Jessop	Manila
Barry	U. S. gunboat	420	7	8000	Lieut. Gannell	Manila
Callao	U. S. torpedo-boat destroyer	3213	19	7500	Lieut. A. W. Knox	Shanghai
Canby	U. S. cruiser	420	7	8000	Lt. Comdr. J. Hood	Manila
Cincinnati	U. S. torpedo-boat destroyer	420	7	8000	Comdr. P. E. Sanyer	Shanghai
Dale	U. S. torpedo-boat destroyer	780	10	6900	Captain Mahan	Shanghai
Decatur	U. S. gunboat	1392	8	1888	Comdr. J. B. Milhen	Cavite
Elcano	U. S. gunboat	3890	6	3000	Comdr. G. B. Harbo	Manila
Holena	U. S. monitor	4084	4	5244	Captain Burwell	Manila
Monadnock	U. S. monitor	3137	20	7500	Comdr. J. E. Bass	Cavite
Montgomery	U. S. cruiser	10,238	45	11,111	Capt. Bennett	Manila
New Orleans	U. S. cruiser	201	3	250	Capt. Cavies	Manila
Oregon	U. S. gunboat	4000	14	—	Comdr. Marshall	Shanghai
Pampanga	U. S. gunboat	3813	18	7500	Captain Verry	Manila
Paragua	U. S. cruiser	4088	27	9913	Comdr. Marshall	Shanghai
Rainbow	U. S. cruiser	1000	13	1118	Lieut. H. A. Wiley	Shanghai
Raleigh	U. S. cruiser	547	3	630	Comdr. A. W. Dodd	Manila
San Francisco	U. S. gunboat	1397	8	1894	Captain Clover	Manila
Vicksburg	U. S. gunboat	12,000	50	12,600	—	Manila
Wilmington	U. S. gunboat	—	—	—	—	Manila
Wisconsin	U. S. flagship	—	—	—	—	Manila

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TANSANA NATURAL MINERAL
WATER Bottled at the
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The Clifford-Wilkinson

Tansan Mineral Water Co.,

Limited, Kobe, Japan.

Per Case of 48 Pints..... \$6.50

Per Case of 100 Splits..... \$8.00

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Delicious,
Invigorating.

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Nerve and

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THE Original and Genuine is J. Clifford
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ACTS gently, Acts pleasantly, Acts
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Hongkong, June 3, 1905.

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Ind. Coops & per doz. per doz.

Co. Ale 8, Pts. \$16.00 \$2.10

Bass, Light 4, Qts. 18.00 4.50

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Do. 8, Pts. 16.50 4.15

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PROPRIETORS.TRY OUR FINE
AUSTRALIAN**RABBITS**

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HARES65 Cents and
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Hongkong, July 1, 1905.

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& Co., Ltd.**WATSON'S**

VERY OLD LIQUEUR

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WHISKY.THIS
CELEBRATED
BLEND
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THE FINEST
WHISKIES
DISTILLED
IN SCOTLAND
IS CHARACTERISED BY ITS**FINE FLAVOUR**
and
MELLOWNESS

ATTAINED ONLY BY

GENUINE

QUALITY

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GREAT AGE.

Per Dozen \$16.50.

A. S. WATSON & CO.,
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FINE AND SPIRIT MERCHANTS.

ALEXANDRA BUILDINGS.

ESTABLISHED A.D. 1841.

MEMOS. FOR TO-MORROW.

Miscellaneous.

Goods per Affghan Prince undelivered
after this date subject to rent.
Goods per Lightning undelivered after
2 p.m. on this date will be landed.

General Memoranda.

SATURDAY, July 8:
11.30 a.m.—Meeting of China Light
& Power Co., Ltd., at the Company's
Office.
Noon—Auction of 1 Oldsmobile Car, at
Mr Geo. Lammett's Sales Rooms.TUESDAY, July 12:
Goods per Fehawar not cleared at 4
p.m. on this date subject to rent.FRIDAY, July 14:
3 p.m.—Auction of Leasehold Property
at Messrs Hughes & Hough's Sales
Rooms.SATURDAY, July 15:
12.30 a.m.—Meeting of The Hongkong
Electric Co., Ltd., at Co's Office.MONDAY, July 17:
11 a.m.—Auction of 300 Logs Hardwood
at Mr. 3. Wing Wo Chay-Mongkok.
3 p.m.—Auction of Leasehold Property
at Messrs Hughes & Hough's Sales
Rooms.3 p.m.—Auction of Leasehold Property,
at Messrs Hughes & Hough's Sales
Rooms.FRIDAY, July 21:
2 p.m.—Auction of Valuable Leasehold
Property at Messrs Hughes & Hough's
Sales Rooms.

The China Mail

HONGKONG, WEDNESDAY, JULY 5, 1905.

The preacher was prosy, and everyone in
the congregation knew it. They had looked
forward with apprehension to the an-
nouncement that the subject of his discourse
would be the major and minor prophets.
He gave a little more than an hour to the
prophets, and then turned to the minor
ones. 'And now we come to Habakkuk,'
he said. 'Where shall we place Habakuk?'
'He can have my seat,' said the
Old Resident, who was one of the congre-
gation. 'I don't intend to occupy it any
longer.'The opening sentence of Mr Kosmo Wil-
kinson's 'Personal Story of the Upper
House' is in itself a pithy description of the
evolution of the hereditary Chamber:
'How the peers of England, from being an
estate of the realm, grew into an indepen-
dent Parliamentary assembly; how, and by
what personal agencies, the hereditary
Chamber became in a sense the parent of
the elective; on what issues, by what
degrees, it co-operated with other agencies
to establish the House of Commons; how
then, from seeing in that Chamber its
natural ally, if not its political offspring,
the Upper House discovered in the Lower
a rival and a foe.'The musical enthusiast had persuaded
her husband to abandon his study of the
possibilities of the Australian Eleven, and
accompany her to Miss Zichy-Woinarski's
recital. While the audience grew ecstatic
over the young lady's playing, he manfully
endeavored to maintain an interest in the
music, and outdid the rest in his tumultuous
applause. But all the time his thoughts
were on the English cricket-fields, and he
was picturing to himself how Noble would
make the balla curve in the first test, and
Saunders punish the English bowling. At
last, the concert was over, and he led his
wife, excited by the magnificent music, into
their tram. 'Now, aren't you glad I made
you come?' she asked. 'Of course, dear,'
he replied dutifully; 'it was grand.' 'And
wasn't she just perfect?' she continued.
'Um, yes,' said the cricket enthusiast; 'her
all-round playing was up to the best form,
but I fancy she missed one of two chances
off Mozart on the deep spring.'—Ez.Some merriment was caused at the
Supreme Court this morning in a case in
which Chinese journalists were at differ-
ence. The newly-engaged editor of the Si
Ki Kung Yik Po was in the witness box
substantiating a claim for damage to his
property.'Did you not put your goods in the
bath room?' asked Mr Holbrook. The
reply was in the affirmative and
His Honor, (Mr A. G. Wise) who appeared
somewhat perplexed, exclaimed in a
very surprised tone. 'The editor's bath
room! Is he a Chinaman?' (Laughter.)
Mr Holbrook assured His Honor that such
was the editor's nationality, and declared
that he had seen the bath-room which the
witness persisted in describing as 'an
unoccupied spot.''And what is this bath-room like, asked
His Honor, a cubicle?'
Mr Holbrook—Oh, no, it is a real bath-
room but a small one.His Honor was still much perplexed
and expressed the suspicion that the
bath-room must be a small one. He
thought one editorial bath-room would be
enough for the whole Colony.—Later on the evidence showed that the
'bath-room' was a place where faces were
occasionally washed and the general wash-
ing of clothes, etc., for the establishment
was done.LAST year, in Paris, 14,840 horses, 257
donkeys, and 89 mules were killed and con-
sumed as food.STEARNS' HEADACHE CURE, can
be obtained from all dispensaries
(quickly by post). Never be without the
Genuine.

BY TELEGRAPH.

CHIEF OF THE "WENCHOW."

THREE SERIOUS CHARGES.

Sentenced to Three Months' Gaol.

(From Our Correspondent.)

SHANGHAI, July 5.

At the Supreme Court yesterday,
before Mr Justice de Saumarez and a
jury, Godfrey Hirst, Chief Officer of the
s.s. "Wenchow," was charged with
manslaughter, wounding with intent to
murder, and with intent to do bodily
harm.The jury strangely brought in a
verdict of serious assault.The Judge allowed the verdict, and
sentenced the accused to three months'
imprisonment.[The charge is in connection with the
disappearance of a native quartermaster,
the crew alleging that the Chief Officer
threw him overboard.—E.O.M.]

LOCAL AND COAST NEWS.

A collier was sentenced to one month's
imprisonment, at the Magistrate's court
yesterday, for stealing two bottles of aerated
water, the property of Messrs Watkins and
Company. The defendant was employed
to deliver aerated water, and on the
occasion in question had a consignment for
a Chinese shopkeeper at Shaikwan.
This man had often found that the deli-
veries to him were short and set himself to
watch the colliers with the result that he
saw the defendant take the bottles off the
truck as it was travelling along and sell
them to a hawker by the roadside. The
latter was also convicted of having the
aerated water in his possession well know-
ing it to have been stolen, and was ordered
to pay a fine of \$25.

Our Bankruptcy Laws.

The case in which Mr F. B. L. Bow-
ley (of Messrs Denny and Bowley) moved
for the consolidation of two applications for
receiving orders in the case of the China
Hop Firm (ex parte Leung Sing Wo), was
again before the Chief Justice, Sir Francis
Piggott, yesterday. Mr C. E. H. Beavis
appeared for Leung Sing Wo; Mr P. W.
Goldring for the debtor; and Mr Bowley
for the petitioner in the second case. After
considerable argument, the Chief Justice
consolidated the proceedings, but left the
carriage of proceeding with Mr Beavis'
client. He reserved his decision as to costs.

New Life Covering.

L. Edwin Dudley, Consul, Vancouver,
British Columbia, writes: A company has
recently been formed here to manufacture
water-proof pile covering, an invention
of a resident of British Columbia. A pile
covered with this material was placed in a
very exposed position on the water front
three years ago and remains as perfect as
when it was first driven, while the piles
that have not been treated, and which
surround it, are honeycombed by the
torpedo's work. It is said that the coating
is not subject to corrosion like copper
covering and costs about one-third as much.
It can be diluted or washed out by sea
water, as 'invariably happens with paints
and carbolic washes. The company will
also manufacture a solution for the
prevention of dry rot in sills, joists, posts
and bridge and tie timber.

WEATHER REPORT.

The following notice is issued by Mr Pigg
of the Hongkong Observatory:
On the 5th at 11.40 a.m. The barometer,
has fallen over E. Japan, and risen over
China and Formosa.Pressure is lowest over N.E. Japan, and
highest over the Pacific to the E. of the
Loochoos.Gradients are slight and moderate S.E.
and S. winds may be expected in the For-
mosa Channel and the N. part of the
China Sea.Forecast:—S. winds, light to moderate;
fair.NO USE OF IT.—What's the use of
taking vile-tasting cod liver oil and emu-
lusions when you can get Stearns' Wine
of Cod Liver Oil, which is delicious and
does more good.The tobacco monopoly has yielded the Aus-
trian Government the enormous net profit
of \$5,000,000 for one year.

Be Firm.

WHEN you ask for a bottle of Cham-
berlain's Colic, Cholera and Diar-
rhoea Remedy, do not allow the dealer to
sell you a substitute. Be firm to your
conviction that there is nothing so good.
This medicine has been tested in the most
severe and dangerous cases of cholera, colic,
and diarrhoea, and has never been known
to fail. For sale by All Dealers; WATKINS
& Co., Ltd., General Agents.

BY TELEGRAPH.

THE THIRD TEST MATCH.

ANOTHER DEFEAT CONFRONT-

ING AUSTRALIA.

England Scoring Well.

(From Our Special Correspondent.)

LONDON, July 4, 8 p.m.

To-day the weather was bright and
the sun hot.The wicket—which was soft and slow
on the opening day—improved, and the
Australians went in for their first
innings with good prospects.Weak play was exhibited almost
from the start, and the majority of the
team were absolutely non-plussed by
Warren's bowling. Warren took half
the wickets for 57 runs, and the whole
team was disposed of for a total of
195 runs early in the afternoon.Armstrong, Duff and Hopkins were
the only players who showed themselves
capable of withstanding the bowling.The English team went in for their
second innings confident of winning the
match. They had 106 runs to the good.Tyldesley and Hayward faced the
bowling, and becoming set early played
brilliantly, Hayward being sent out at
60. Fry was disposed of when he had
compiled 30, whilst at the drawing of
stumps Tyldesley held his bat with 62
to his credit. The three had almost
reached the Australian score, putting
up 169 for the loss of two wickets.

Following are the principal scores—

AUSTRALIA.

FIRST INNINGS.

R. A. Duff 48

W. W. Armstrong 66

A. J. Hopkins 36

Other batsmen and Sundries 45

Total 195

ENGLAND.

FIRST INNINGS.

T. Hayward 60

C. B. Fry 30

J. T. Tyldesley not out 62

Sundries 17

Total 169

Two wickets for ... 169

[Warren is apparently a new comer into
Test cricket, and came to notice no doubt
by his performance for Derbyshire against
Sussex on June 2, when he took six wickets
for 78 runs.—E.O.M.]

THE "ADATO'S"

EXPERIENCES.

Further particulars concerning the ex-
periences of the steamer "Adato" during
the typhoon about that she had an exciting
time and was very roughly handled by the
elements, a great deal of damage being done
to her deck fittings, etc. When boarded
yesterday afternoon she was found to have
a heavy list to port owing to her cargo of
deal having shifted during the storm. The
deck was at a steep angle and the whole ship
bore evidence of having had a thorough
knocking about. Several of her boats had
been damaged and nearly everything move-
able on deck had been torn by the wind
and dashed about the deck. The wooden
covering of the wheel and hand steering
gear, on the after deck, was blown bodily
overboard and the iron gratings that pro-
tected steam pipes running along the deck
fared no better. Although they were
strongly bolted to the deck they were rip-
ped up and blown about in all directions,
ped up and blown about in all directions,
ped up and blown about in all directions,
ped up and blown about in all directions.The "Adato" was in the grip of the
typhoon from 1 a.m. until 4 p.m. on Sun-
day and for the whole twenty-four hours
the weather was so rough that the officers
were compelled to remain on the bridge.
The ship was at this time off the Cape of
Good Hope and was blown a good way out
of her course. Fortunately none of the crew
suffered any serious injuries, but the Chief
Officer was at one time washed almost
the whole length of the ship and the boat-
man was also washed along the deck and knock-
ed about a good deal before he could regain
his feet.

BY TELEGRAPH.

THE ODESSA RIOTS.

A HEAVY DEATH ROLL.

The "Kniaz Potemkin"

Tavritchesky" Returning.

LONDON, July 4.

It is announced that the death roll
for the past week's disorders at Odessa
totals 6,000.The majority of the killed died from
the effects of machine gun-fire.Discipline has been restored among
the soldiers.The "Kniaz Potemkin Tavritchesky"
has left Kustend on her way back, it is
believed, to Odessa.

TROUBLE AT KHERSON.

Soldiers Attack Their Officers.

During the parade of a battalion at
Kherston the men attacked their own
officers.With drawn bayonets the soldiers
charged and succeeded in bayoneting a
Colonel and other officers.The occurrence has caused great
excitement.

THE BLACK SEA MUTINY.

LONDON, July 3.

The "Kniaz Potemkin" has arrived at
Kustendji and asked for provisions. Admiral
Kruger's fleet has returned to Sevastopol.
At a council of Admirals and Captains
held on board the flagship "Rostislav" it
was resolved to ungar the machinery and
that officers and men desiring to land
should be authorized to do so.The Reservists have been granted two
months' leave.The ironclad "Catherine II" which re-
mained at Sevastopol was dismantled.The crews at Sevastopol state that when
the squadron, including the "Kniaz Po-
temkin" definitely refused to obey the
signal to rejoin the fleet; after that the
"Pobedonosts" mutinied and the squad-
ron returned to Sevastopol.

Roumania's Neutrality.

LATER.

The Roumanian Government has ordered
the "Kniaz Potemkin" to leave the
Port of Kustendji or to surrender, in which
latter case the mutineers will be treated as
foreign deserters.The mutineers are considering the de-
mand.

General Disorder in Russia.

Telegrams from many parts of Russia re-
port a general restlessness and disorder.A general strike of the workmen and
dockers of St. Petersburg has taken place,
and work is at a complete standstill; 50,000
troops are concentrated in the city.

PEACE PROSPECTS.

It is officially stated in Washington
that the Russian plenipotentiaries will be
M. Muraviev and M. Rosen, and the
Japanese, M. Romura and M. Takahira.

BY WHARF AND WAVE.

The "Yunnan" Stranded.

Messrs Butterfield and Swire have
received information to the effect that the
China Navigation Company's steamer
"Yunnan" was stranded in Pongang
Bay, North of Nippon, during the recent
typhoon. Another steamer of the com-
pany's fleet has been sent to her assistance.

Effects of the Typhoon.

Captain F. D. Northcombe of the
steamer "Shichang," which arrived in
port this morning from Shanghai where she
left on June 29, reports having passed an
unknown small steamer stranded in Pongang
Bay on the 2nd instant. She was appar-
ently high and dry. (In the same day a square-
rigged, three-masted sailing ship was also
passed. She had her anchors out and was
about 13 miles due east of Dodd Island and
at the time required no assistance.)

FEELING BETTER TO-DAY.

Those
people who began taking Stearns'
Wine of Cod Liver Oil for a bad cough and
general bad health last week, are feeling
better to-day. Don't wish you did?

Recommended by Dealers

Everywhere.

MR M. Links, a storekeeper at Carcoar,
N. S. W., Australia, says: 'I never
fail to recommend Chamberlain's Colic,
Cholera and Diarrhoea Remedy, because I
know it is good. You make no mistake
when you buy this medicine. Dealers all
over the country will tell you the same
thing. Sold by All Dealers; WATKINS &
Co., Ltd., General Agents.'

Caution!

PERSONS when travelling should car-
ry a safe guard in the use of drinking water.
An safe guard it is urged that every
traveller secure a bottle of Chamberlain's
Colic, Cholera and Diarrhoea Remedy
before leaving home, to be carried in the
hand baggage. This may prevent distress-
ing sickness and annoying delay. For sale
by All Dealers; WATKINS & Co., Ltd.,
General Agents.

SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Lordship, the Chief Justice,
Sir Francis Piggott.)

Tuesday, July 4.

The case in which Lam Tung and the
Nam Loong asked the Court to decide to
which party certain money in Court
belonged, has been concluded.Mr H. E. Pollock, K.C., instructed by
Mr Dixon (of Mr John Hastings' office),
appeared for Lam Tung, plaintiff, and Mr H.
N. Ferron, instructed by Mr J. Hays (of
Messrs Johnson, Stokes and Master), for the
Nam Loong firm, defendants. The money
in question was taken off the person of one
Chow Kw-n, whose extradition was applied
for by the French authorities at Saigon,
and it has since remained in the custody of
the authorities at Hongkong. The plaintiff,
a ship

THE 'TRAVANCORE' CASE.

A MARINE ENQUIRY.

A Marine Court of Enquiry into the circumstances surrounding the stranding of the sailing ship "Travancore" was held at the Harbour Master's Office to-day. Charges of incompetency had been made against the master of the vessel (Captain W. G. Chamberlain) by the crew, and the latter had asked for an enquiry on the grounds of the neglect of the Captain and officers to do sufficient towards the saving of the ship as to the handling of the ship before stranding and after leaving port; and as to the way the Captain acted when the ship stranded and while she was on the rocks, the Court consisted of the Hon. Captain L. A. W. Barnes-Lawrence, R.N., (President), Lieut. C. K. McCallum, R.N., (H.M.S. "Tamar"), Capt. Henry Pybus ("Empress of Japan") C. P. St. John George ("Macquarie") and Capt. W. Robb ("Taiping").

Mr. C. D. Wilkinson (of Messrs Wilkinson and Co.) appeared for Captain Chamberlain and Mr. J. Hays (of Messrs Johnson, Stokes and Master) represented the owners of the vessel.

H. B. Metcalfe, second officer of the "Travancore," stated that he was the officer on watch from 4 a.m. to 8 a.m. on June 1 and the ship went ashore at 7.50 a.m. The wind was east-south-east during the watch. Land was in sight from daylight, being on the port bow and abeam. On the previous night the weather was thick, and land could not be seen. Witness was in sole charge of the watch until 7.10 a.m., when the master came on deck and took charge. The captain told the man at the wheel to strike seven bells then—instead of 7.20—so as to allow the crew to get breakfast before putting the ship about. The watch below went to breakfast and the Captain went below, saying he was going to put about at 7.50. The ship was on the starboard tack and was carrying all sail—except the royals. The ship was "egging" towards land and witness sent for the Captain again at 7.25 a.m. The Captain replied that he would be up in a few minutes. Ten minutes later witness went down again and told the Captain that the ship was not tacked there would be no room to "wear" ship later on. At 7.35 the Captain came on deck and tried to get her round but failed. Then an attempt was made to "wear" ship, and it failed.

Witness gave orders to swing out the boat.

Capt. Barnes-Lawrence—Why did you give it? You were not in charge of the ship!

Witness—The Capt. in was standing by the fore yard to square them; I was near the main deck.

Capt. Barnes-Lawrence—Is it not unusual to give an order without reference to the master?

Witness—Yes. It is unusual but there was nothing else to do. At that time the ship was about 50 yards from the rocks, and it took four or five minutes to swing the two lifeboats out and down to the level of the rail. When the ship struck she slowed round and I ordered the men to take the lifeboat from the shore side and take it round to the other side to prevent it being smashed.

Capt. Barnes-Lawrence—You ordered? Witness—Yes. I ordered the carpenter to sound the bells and found no water was being made.

Capt. Barnes-Lawrence—You hold them that there was nothing out of the way—unusual—in your attitude?

Witness—Yes. S. Mitchell (seaman, who represented the crew) asked witness—What state was the Captain in on the morning we left Hongkong (May 31)?

Witness—I do not think we are referring to that!

After a discussion as to the admissibility of the question, witness said—What do you mean by condition?

Capt. Barnes-Lawrence—That is frivolous. You know well enough what is meant. If you are wise you will answer the question in a more straightforward manner.

Witness—I cannot say that the master was sober.

Capt. Barnes-Lawrence—That is to say, you do not say the difference between a sober man and one under the influence of liquor.

Mitchell—What did the Captain say to you on the morning of June 1?

Witness—He asked me what he had been doing the previous night.

Mitchell—At the time of stranding what was your reason for ordering the lifeboats out when the master was standing over you on the bridge and the Chief Officer being there as well? You must have a reason.

Witness—There was no attempt to get the boats, no other orders were given, so I took it in my own hands.

Capt. Pybus—Was the lead hove during your watch?

Witness—No, Sir. We were clear of the coast—six miles off.

Capt. Pybus—How far did the rocks appear when you attempted to wear ship?

Witness—About three-quarters or half a mile.

Capt. Pybus—Were the anchors ready?

Witness—Yes.

Capt. Pybus—Why were they not let go?

Witness—There were no orders given.

Capt. Barnes-Lawrence—Were the anchors let go?

Witness—Not while I was there; I left for Hongkong, shortly after the stranding.

Capt. George—When you first sighted the land was the ship sailing parallel to it?

Witness—Yes.

Capt. George—When the captain gave orders to wear ship did you give orders to lower the boats before she struck?

Witness—Yes.

Capt. George—The Chief Officer was at the fore braces?

Witness—Yes.

Capt. George—And you called the men away from the Chief Officer without consulting him?

Witness—Yes, I could see the yards were no use.

Capt. George—When the boat struck, the captain gave orders to close up, did the crew leave the boats to do so?

Witness—Yes.

Capt. George—You did not consult the Captain or Chief Officer when you gave the order?

Witness—No.

Capt. Pybus—If the ship had continued on her course do you think she would have cleared the point?

Witness—Yes.

Mitchell—Do you know the course of the ship during the hours of 6 and 8?

Witness—North-east by north.

By to Wilkinson—I was not anxious when I called the captain at 7.10 a.m.

Capt. W. G. Chamberlain next examined. He said—Left Hongkong on May 31 about 7.30 a.m., in ballast for Port Angeles. I was being towed by three launches, but dispensed with them during the afternoon. The wind was light, but the rain fell until five o'clock in the afternoon when it cleared off. The ship was heading out. I last saw the light of Waglan about mid-night, and it then bore west by north, about twenty miles distant. It showed very plainly. We made sail on the starboard tack, and continued on this tack throughout. The "Travancore" could sail within 7 points of the wind. We were close hauled at the time going along the coast, as I was making for Babes Channel. I went below after seeing Waglan Light as stated, but I did not see the light. I was not at the helm, which I expected would be at daylight. I did not get back again, however, until 7 a.m., and then everything was getting ready to go about, because I thought I was going near the land, which I recognized to be Fokai Point. The crew were sent to breakfast and, at about 8 a.m., I tried to put about, but the ship missed stays. I considered we were then four or five miles from the land. I then put her helm hard up, squared the cross-jack yards and the main yards and the vessel paid off. At this point there was a strong northerly current. While paying off the vessel swung on to the sand. I ordered the sails to be closed, and then ordered the stream anchor to be let go on the starboard quarter. While the crew were getting the anchor up, I saw the steam launch "Patol" pass by and I hoisted the signal of distress. I got into communication with the master in person and made a bargain with him to be towed off and for him to pick up the boat's crew which I had previously sent to Hongkong for assistance. I had sent this boat's crew in one of the lifeboats at about 11 a.m. The "Patol" attempted to tow us off and we assisted by means of the stream anchor and the kedgie, but after half an hour's labour the "Patol" abandoned the attempt, and left for Hongkong, towing the boat's crew in. It was not until 3 or 4 o'clock in the afternoon that the "Travancore" swung on to the rocks. I was unable to get the boat's crew ashore, which were practically useless to us. At 3 p.m. I ordered the men to turn the sails but they declined, by reason of the ship bumping. I considered the crew were justified in refusing. Until about 7 p.m. there was nothing to be done by reason of the impossibility of heaving on the stream or kedgie hawsers. Just before dusk I made another attempt to get the ship off but without success. At 7 p.m. the bumping became heavier and a further attempt was made with the hawsers. I then ordered the lifeboats to be launched and ordered the crew into them. We were 22 all told, and had two boats. I took charge of one and the Chief Officer took charge of the other. Both boats made fast to the hawsers about 30 yards from the ship, and remained in this position until 5 a.m. on the following day, June 2.

After the luncheon adjournment Mr. Wilkinson represented that the master of the "Travancore" (Captain Chamberlain) was unable to continue his evidence, and the latter was sent to the Government Civil Hospital to obtain a certificate to that effect.

John Thomas Roberts, Chief Officer of the "Travancore" stated that the vessel left Hongkong about 6.30 a.m. on May 31. Witness went on watch from 6 p.m. to 8 p.m., and then took the middle watch (12 to 4 a.m.). The Captain went on deck between 7 and 8 p.m. and asked why the main-sail and topgallant sails had been set.

Witness replied that he had done so to get more storage way on the vessel. At 8 p.m. Waglan Light was about 9 to 10 miles distant. When witness returned to his watch at midnight the second officer reported Waglan Light had dropped out of sight, but at about 2 a.m. witness saw the light again, bearing west by south 15 miles distant.

Capt. Barnes-Lawrence—How did you know it was Waglan?

Witness—By the flashes.

Witness continued that when they started they were on the port tack but had gone about once or twice. At 3 a.m. witness put the ship about on to the starboard tack, when the ship had shifted to S.E. The vessel continued on the starboard tack until witness was relieved at 4 a.m.

Witness went below and was called at 7.40 a.m. by the second officer, who told him to hurry. He did so and found the ship being put about; it being close to shore. They failed to get about and also failed to wear ship, and then he heard the second officer order the boats to be lowered. The crew went "board" astern "but" ever since—the ship and gone ashore they had been grumbling about everything that had been done. A boat's crew was sent to Hongkong in a gig, as the lifeboat was too heavy and the gig would sail better. A kedgie anchor was put out over the starboard quarter and an attempt was made to haul the ship off, but the attempt failed. The boats were taken to, and we lay off the ship until 2 a.m. when the vessel appeared to be more quietly, but as she began to bump the boats were again taken to at 5 a.m. Later on the Chinese revenue cutter "Likin" arrived and stood alongside. During the same morning the stream anchor was taken out and further efforts to pull the ship off were made. Soundings showed the ship had 8 feet of water in her hold, but was not making much. The fore lower topsail and foremast were set in expectation of the wind coming from the west. Orders were given to set the mizzen sails but the men refused to do so. Then the men went aft and said, "It is time to leave the ship."

All right, said the Captain, "You can go. The men went to the "Likin," but I remained with the master.

The crew's proceeding.

REVIEWS.

MISS BADSWORTH, M.P. By EYE HANCOCK. Longmans Colonial Library.

The book under review is an excellently written one and is deeply interesting, so much so that one can hardly lay the volume down after making a commencement. The story also has a moral, which is driven home with emphatic force, but without being detrimental to the romantic portion of the volume. Hugo Badsworth, the wealthy owner of the Cranston house, is the brother of Miss Lavinia Badsworth, one of England's new women. The latter loses an opportunity of forcing upon her brother her views on the injustice of the position of the sexes, and declares that nothing short of thorough equality would rectify matters. Hugo decides to put her theories to the test, but not in his own lifetime, and consequently makes a will, giving the whole of his property to Lavinia Badsworth, on condition that she manages the estate and hunts the hounds for a specified period. Hugo's brother Charlie, with whom there is a coolness, has a daughter whose name is identical with Hugo's sister, though she is called "Lavvy" by all her intimate friends. Lavvy is an ardent huntswoman and has a distaste for her father's hounds. When Hugo dies the will is read, much to the consternation of his sister, who sees failure staring her in the face. Should she fail to carry out the conditions imposed by the will all the property will pass into the hands of a dissolute nephew, Victor Bickersdyke, and that contingency Miss Lavinia shudders to contemplate. In the midst of her despondency, brought about by the task she is set, Miss Lavinia is cheered by the arrival of Lavvy, who declares she has come to help her out of her predicament by hunting the hounds herself. The will mentions Lavinia Badsworth, which is the name of both ladies. With a grim determination to achieve success Lavvy sets about her new duties and her knowledge of hounds and hunting wins her the admiration of the countryside, although the inevitable petty jealousies crop up in their hosts. She does the huntswoman's attire, in order to more effectually carry out her task, and eventually she succeeds in fulfilling the conditions of the will. Meanwhile Victor Bickersdyke has not been idle, but has fought by all the means in his power to frustrate Lavvy's plans, and the possibility of a law-suit as to which of the Miss Lavinias the will referred to looms up. That, however, is nullified by the discovery of a second will, later than the other which disposes of the property in a more satisfactory manner, Charles Badsworth coming in for the bulk of it. The story is charming and well worth reading. There are several exciting hunts. Our copy comes from Messrs Kelly and Walsh.

THE VICISSITUDES OF EVANGELINE. By Elinor, Glyn, Duckworth and Company, London.

In her previous books—notably "The Reflections of Ambrosine"—Miss Glyn gave us a taste of her quality, which is more than sustained in the volume before us. The book is written in a chatty, feminine style, and is in the form of a diary, but the dullness which usually is concomitant with diaries is altogether absent. Evangeline is an orphan and was adopted by a wealthy lady who, on dying, wills Evangeline her property on condition that she marries her heir. The heir, however, declines the honour, but later endeavours to gain the love of Evangeline, without success. The girl decides to enter the ranks of adventuresses and her subsequent vicissitudes are well worth the reading. The book contains some clever character drawing, and some human nature. It is worth an hour or two.

GEOGRAPHY OF CHINA AND THE WORLD. S. D. R. Shanghai. London: The Christian Literary Society. March, 1905. Price 2s.

The title is comprehensive, the subject matter more so. In a small volume of 570 pages we have a sketch of Mathematical and Physical Geography with outlines of the Political and Commercial Geography of the world in general, and of China in particular. It is a new and revised edition of a former "Manual of Geography" issued amongst the Society's publications, and as the authors point out, it is specially written to meet the needs of Schools and Colleges in China. As an elementary text book for such schools it will be useful; the illustrations are good, the maps, though small, are clear and not over-crammed with names, and the sketch maps of the different provinces of China form a good feature. But the work is not a book of reference—the information is too meagre for that—and the old fashioned method of treatment, studying the build of a country in the order of bays, capes, islands, mountains, towns, etc., does not appeal to the general reader. The schoolboy of the present day, too, likes a narrative, and with more of the narrative style the facts are made more interesting, more impressive and more instructive. We think the manual would have fulfilled its object more satisfactorily if the authors had taken a smaller field. More about China and less about the Specific Heat of Water and the Composition of the Atmosphere would be more in keeping with the title "A Geography of China." A little knowledge being a dangerous thing, we wonder that places of vast importance in the light of this and of last century's developments should be treated of so superficially. Geography is by this too important an all too wide a subject to attempt to treat of all its branches in one little volume. Some things must suffer in the attempt. China and the Far East generally afford ample material for a more thorough investigation. From the title of the book we are disappointed that this has not been done.

We have received two specimen pages for the current year of an Anglo-Chinese Calendar which will be published shortly. The work is to cover a period of 250 years, from 1751 to 2000. The volume, which runs into 500 royal quarto pages of dates, will be strongly bound in cloth with leather back, and will be supplied at a special subscription rate to subscribers addressing their orders to Mr. Chas. Kilne, Hol-bow, before the 1st October next.

THE MASTER.

Fog Hath no Perils.

"During the greater part of Sunday night and morning the weather was so thick that it was impossible to see the length of the ship,"—Captain of the "Nippon" describing his experiences in last week's typhoon.

The Sunday afternoon was wet and cheerless. The rain fell with a persistent drizzle and banks of dense fog, driving in from the sea, added to the gloom of the spiritless day. Yet the scene in the bar-room of the Hongkong Hotel looked cheerful enough. The veteran master sat in his comfortable chair, his weather-beaten face twinkling with fun as he listened to the humorous conversation of a young Irish dock master. Colleagues of them both sat at adjoining tables discussing affairs in general over a social glass, whilst the enormous frame of a gigantic boiler-maker sprawled within reach of the card-tables and chess, enjoying an afternoon free from the noisy din of the boiler shop.

An English coasting skipper sat at a table apart. With him were two American skippers. The Englishman, short, bull-necked, corpulent, with great display of shirt front and brilliant diamond stud, smoked a cigar of the choicest brand. The American captains were typical of their class. They smoked strong weeds, their whiskers and noses were loaded with ice and they spoke with the usual nasal twang.

"Well, I think this China coast," drawled one of them, "is a bit of ground as ever I took the keel of my ship over. I lost quite a pile of time this last trip by stopping and anchoring for fog. When I did make the land it might have been Pedro Blanco or Cape Collinson for all I knew. Then I had to lose another day before I could venture into the harbour."

"You should navigate more by the lead," deeply and impressively spoke the English captain, and, continuing in a tone so powerful that everyone's attention was drawn, told the following—

"I myself, commanding the s.s. 'Grass-hopper,' of 2000 tons gross, left Shanghai for Hongkong three weeks back. On getting clear of the land the fog came down so dense that not a vestige of my ship was discernible to me or any one else aboard. Indeed some of the passengers who had been wandering about the decks 'became utterly bereft of all knowledge of their whereabouts and it was only by their startled cries that the stewards were able to find them and guide them to the saloon. Standing on the bridge I had to be inexcusable to the request of my officers either to slow down or anchor. I felt my reputation and the schedule time of the company was at stake, and determined to make Hongkong in four days."

"Take a cast of the lead at midnight," I said to the officer of the watch as I turned in. "See that it is well greased and fetch the soundings and a sample of the bottom to me immediately you take it."

"Speed, sir!" he anxiously interrogated.

"Full ahead," I replied.

He left the chart room wringing his hands. At midnight I was awakened by the second officer. "Alf's well Sir," he reported, "I have just sounded 15 fathoms. Here's the lead."

"I took it, smelt it, and carefully examined the sample of ooz mud it had fetched up." "Crabs," said I, "We're nearing the land. Haul the ship two points to the eastward for an hour and then continue the course."

"Navigating in this made of way into the Formosa No abster went took place in the lighted saloon, or ship officer and I had not so much of so dense and thick was the fog, hooting and constant in the we boomed through the Ch."

"On the afternoon of 1 p.m., I ordered a bucket sent to me on the bridge. The master passed a bucket in the fog, found the water and hauled it up on the bridge. I tasted it, and turning to the officer on watch, said: 'Two miles west of Cap Rock. Steer N.N.E.'"

At three p.m. I sent the chief officer to the forecastle. At four p.m. I gave the orders: "Slow—Stop—Full Astern" and roared to the mate:

"What's that under your port bow?"

"A black object," he replied.

"Company's buoy," I returned, "shackle on."

Don't Wait Until You Need It.

DO not wait until some of your family is taken with a violent attack of colic or diarrhoea. The use of Chamberlain's Colic, Cholera and Diarrhoea Remedy at hand when needed has saved many a life. Procure it at once. For sale by all Dealers: WATKINS & Co., Ltd., General Agents.

AMERICAN INDEPENDENCE DAY.

How it was Celebrated.

Yesterday being the anniversary of the day on which America gained her independence the occasion was availed of by the American community to give free vent to their feelings of joy, and by a lavish display of 'Stars and Stripes' and fire-crackers they have, we believe, succeeded in impressing upon the community at large the importance which this 'Glorious Fourth' holds in their calendar.

BASEBALL.

One of the most interesting of the fixtures was a baseball match between a team from the U.S.A. "Callao" and locally selected players; there was a very large attendance of spectators at Happy Valley for the opening of the game.

But it cannot be said that the majority of them were familiar with even the smallest points of the game. However, they were there to learn, and before the match concluded, it is safe to assume, most of those who had witnessed the exposition went away satisfied that they knew the finest points of the game. Baseball has been termed 'scientific under', and the synonym is a good one. The bases are the same as those in rounders, the players have the same object in view. In baseball, however, there is far more seriousness needed than in the milder game, and the element of danger, without which hardly any game would be interesting, is present in far greater degree.

The "Callao" team went first to bat and one of their number advanced to the home base armed with a huge piece of wood about two or three inches wide at the broad end.

Opposite to him and about twenty yards distant stood the 'pitcher,' grasping a ball in his left hand, and with a protecting glove covering the right. Behind the home base crouched a figure, literally dead in armour. His face was protected by a heavy wire net guard; his trunk was covered with a huge piece of padded leather; and on his left hand was a large circular glove, with which he strove the ball if the striker missed his stroke. The remaining players on the field were scattered over the field, all of them with one large glove on.

The pitcher threw the ball with all his force at the base, and the striker made a wild swing at it. He missed and the armoured giant caught it safely. "Strike one!" cried the umpire. The pitcher again threw the ball in and again a vicious swing was made at the elusive sphere. "Strike two!" came the umpire's voice. The third attempt went wide. "Ball one!" was the umpire's cry.

What a sight! said a bystander, mystified by the calls. It was explained that the pitcher had to throw the ball in a certain manner, failure to do so—if the striker did not attempt to hit the ball—was counted a fault, and four faults or 'balls' entitled the striker to proceed to the first base. Should a striker make three attempts or 'strikes' to hit the ball and miss he was out and three men out was all out.

One of the features of the game is the liberty accorded to both sides to level disconcerting remarks at the other players with the object of distracting their attention from the game.

An easy catch was dropped by a Hongkong player. "Well! well! well!" cried a "Callao" player. "He couldn't catch a ball in a basket."

And so the game went on. Runs were counted for every man who was able to regain the home base, and thanks to vigorous hitting on the part of some of the local men the Hongkong team finished up winners by 14 points to 11.

In the opening stages of the game the local players seemed somewhat at sea, but later on they improved, while the "Callao" team fell away slightly.

AT HOMES.

The American Consul General was 'At Home' to all his friends yesterday, and a very large number of people called to tender their respects. The lavish hospitality shown was appreciated by all who partook of it.

Mr. J. W. Osborne, of the Kowloon Hotel, held an 'At Home' which was largely availed of. In the evening a special dinner was provided and the attendance was in excess of the accommodations, the ladies' room being filled over again. The cuisine was excellent and it was liberally dispensed. 'The Glorious Fourth' and 'Our General Host' were toasted innumerable times.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

ALLAN CAMERON, General Agent.

Hongkong, July 5, 1905.

PORTLAND & ASIATIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP NICOEDIA.

FROM PORTLAND (OR.) YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Counter-signature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

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ALLAN CAMERON, General Agent.

Hongkong, July 5, 1905.

To-day's Advertisements

FOR ALL PURPOSES USE ONLY

GROSSWOOD

BRAND OF PAINTS.

VARNISHES AND OILS.

As supplied to the LEADING NAVIES, SHIPOWNERS AND SHIPBUILDERS.

Manufactured by Gross Sherwood & Heald, LIMITED, London.

SOLE AGENTS: HARRY WICKING & CO., Hongkong.

Hongkong, January 6, 1904. 20-3

NOTICE.

J. LANE, CRAWFORD & CO. beg to inform the Public of Hongkong that they are the SOLE AGENTS in Hongkong of the following PIANO MANUFACTURERS: BRINSMEAD, COLLARD & COLDARD, BROADWOOD, ALLISON, CHALLENGER and DORNER.

And that GUARANTEED NEW INSTRUMENTS of any of the above makes CAN BE HAD FROM THEM ONLY.

J. LANE, CRAWFORD & CO. Hongkong, May 13, 1905. 1276

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

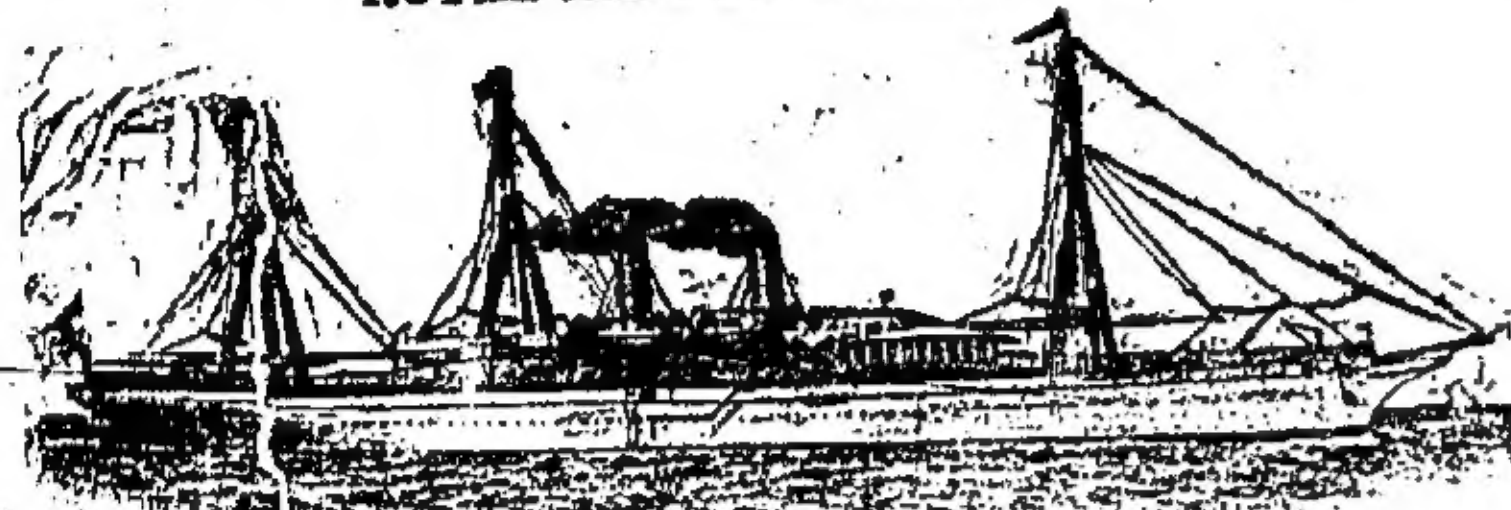
WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

FOR	STEAMERS	TO SAIL ON	REMARKS
YAMAHA VIA SHAI, MOJI & KOBE (passing through the INLAND SEA)	PESHAWAR	About 6th July.	Freight only.
LONDON & ANTWERP, VIA SHAI, MOJI, PANG, OCHO, PORT SAID AND MARSEILLES	PALERMO	About 7th July.	Freight only.
YAMAHA, VIA SHAI, MOJI & KOBE (passing through the INLAND SEA)	JAPAN	About 7th July.	Freight and Passage.
LONDON & ANTWERP, VIA MANILA, SUEZ, PANG, OCHO, PORT SAID, SUEZ & MARSEILLES	PALMA	About 12th July.	Freight only.
SPANGHAI	COROMANDEL	About 12th July.	Freight and Passage.

For further Particulars, apply to

L. S. LEWIS, Acting Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, July 4, 1905.

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES. Calling at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C. Sailing 8 to 7 Days across the Pacific.

R.M.S. Proposed SAILINGS FROM HONGKONG. (Subject to Alteration).
 EMPRESS OF JAPAN, Com. R. P. YOUNG, R.N.R. 4000 Tons WEDNESDAY, July 12.
 EMPRESS OF CHINA, Com. R. ARCHIBALD, R.N.R. 4000 Tons WEDNESDAY, Aug. 2.
 ATHENIAN, Com. S. ROBINSON, R.N.R. 3882 Tons WEDNESDAY, Aug. 9.
 EMPRESS OF INDIA, Com. E. BRIDGES, R.N.R. 3000 Tons WEDNESDAY, Aug. 23.
 TARTAR, Com. W. DAVISON, R.N.R. 4425 Tons WEDNESDAY, Sept. 13.

Hongkong to London, 1st Class, via St. Lawrence £60. via New York £92.

Intermediate on Steamers, £40. £42.

and 1st Class Rail, £40. £42.

The magnificent 'EMPRESS' STEAMSHIPS passing through the TAIWAN INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA TO VANCOUVER (B.C.), in 12 DAYS, and make connection with the PALATIAL OVERLAND TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. TARTAR AND ATHENIAN Carry INTERMEDIATE Passengers only at intermediate rates, affording superior accommodation for that Class.

Passengers booked through to all principal points and AROUND THE WORLD.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent, PEDDER STREET.

Hongkong, July 5, 1905.

PORTLAND AND ASIATIC STEAMSHIP COMPANY.

SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN, PORTLAND, OREGON, MOJI, KOBE & YOKOHAMA; FOR

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

STEAMSHIP. TONS. CAPTAIN. TO SAIL AT DAYLIGHT ON.

NICOMEDIA 4370 WAGNER July 7, 1905.

NUMANTIA 4370 DEBEN July 16, 1905.

ARABIA 4483 MEYERHOF Aug. 6, 1905.

ARAGONIA 5188 SCHULTZ Aug. 26, 1905.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, June 24, 1905.

OSAKA SHOSHEN KAISHA.

REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

For

SHANGHAI, VIA SWATOW, AMOY AND KOCHOW.

TAMSU, VIA SWATOW AND AMOY.

ANPING, VIA SWATOW AND AMOY.

TAMSU, VIA SWATOW AND AMOY.

On account of the present state of political affairs, all the Company's New Steamers have been requisitioned for Transport Service, and the above-named chartered Steamers have been secured instead for maintenance of the Company's Coastal Services. As soon as the state of Affairs permit the Company will resume running with its specially designed new Steamers.

Taking Cargo on through Bills of Lading to all Yangtze & Northern China Ports.

For Freight, Passage and further information, apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA, Manager.

Hongkong, July 5, 1905.

2879

NORTHERN PACIFIC LINE.

BOSTON STEAMSHIP CO. BOSTON TOWBOAT CO. CONNECTING AT TACOMA WITH

NORTHERN PACIFIC RAILWAY CO.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA B.C. AND TACOMA

VIA

MOJI, KOBE AND YOKOHAMA.

Steamers. Tons. Captains. To Sail.

PLEIADES 3753 F. G. Purinton About July 12.

SHAWMUT 3606 E. V. Roberts About July 20.

TREMONT 3606 T. W. Garlick About Aug. 8.

Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND

Cuisine. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The Twin-screw s.s. Shawmut and Tremont are fitted with very superior accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA

For further information, Apply to

Dodwell & Co. Limited, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, June 26, 1905.

1714

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,
AND
CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.

MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL

EUROPEAN, NORTH AND SOUTH AMERICAN, WEST

AUSTRALIAN, JAVA, AND SUMATRA PORTS.

EUROPEAN SERVICE.

FROM TO SAIL

GLASGOW AND LIVERPOOL PATRICK 14th July.

GLASGOW AND LIVERPOOL KEEN 14th July.

GLASGOW AND LIVERPOOL KEEN 18th July.

GLASGOW AND LIVERPOOL KEEN 28th July.

GLASGOW AND LIVERPOOL KEEN 31st August.

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OUTWARDS

FROM TO SAIL

GLASGOW AND LIVERPOOL PATRICK 14th July.

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HOMEWARDS

FROM TO SAIL

LONDON, AMSTERDAM & ANTWERP, GLASGOW 9th July.

LONDON, AMSTERDAM & ANTWERP, GLASGOW 18th July.

LONDON, AMSTERDAM & ANTWERP, GLASGOW 30th July.

LONDON, AMSTERDAM & ANTWERP, GLASGOW 1st August.

LONDON, AMSTERDAM & ANTWERP, GLASGOW 15th August.

LONDON, AMSTERDAM & ANTWERP, GLASGOW 20th August.

LONDON, AMSTERDAM & ANTWERP, GLASGOW 28th August.

LONDON, AMSTERDAM & ANTWERP, GLASGOW 28th August.

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LONDON, AMSTERDAM & ANTWERP, GLASGOW

VISITORS AT HOTELS.

Merchant Vessels in Hongkong Harbour.

Vessels Advertised as Loading

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Mr A. S. Baker	Mr A. P. Luckie
Mr R. Bauid	Mr R. Luttringhaus
Mr C. A. Benson	Mr D. Macdonald
M and Mrs T. E.	Mr H. C. Mackay
Bingham & child	Mr James Maher
Mr R. J. Birbeck	Dr O. Marshall
Mr S. Bianny	K. Matsuda
Mr W. S. Bisell	Mrs & Mrs E. Melki
Mr D. K. Blais	Mrs P. N. Morales
Mr E. A. Bonner	Mr P. L. Miller
	Mr M. and Mrs E. M.

and Mrs Powell Mr H. E.

Mr and Mrs Powell	Mr H. H. Stanley
Grant	Mr A. L. Stein
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Mr F. C. Hagedorn	Mr W. Stewart
Mrs Hagedorn	Dr Edgar Swind
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Mr A. Beattie	Mr. and Mrs J
Mr and Mrs Bell	Major Josling
Mr & Mrs R. Boggan	Major & Mrs
Mr & Mrs E. Borman	Mr Lauder

Mr & Mrs Bouchier Mr R.

Mr & Mrs Bouchier	Mr R. Martin
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Mr and Mrs D. E.	Mr R. Mitchell
Brown	Mr and Mrs E
Major Chichester	Moxon

Mr and Mrs A. E. Mr F.

Mr W.	Mr and Mrs A.	E. Mr F.	B. O'Hough
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Thomas,	Col. Darling	Major Parry	
Mrs J.	Mr and Mrs B.	Capt. Paxton	
Mar-	Dixon	Major Phillips	
kewine,	Mr Dixon	Mr H. E. Pollock	
Kellar,	Mr McDonald	Capt. & Mrs	
Lindren,	Mr and Mrs Edwards	A. Sinclair	
and Mrs	Mr Fuller	Mr Mrs	
Mr B.	Capt. Galus	Mr Stok	
Brotherman	Mr B. Brotherton	Mr Shack	
Mr B.	Mr Tallerman	Mr Thomas	
Col. Haynes	Mr Thomas	Mr W. von U.	
Mr P. A. Haefland	Mr C. Gordon	Mr C. Gordon	
Mr A. Holgaum	Capt. & Mrs	Mr Hendekop	
Mr Hendekop	Mr and Mrs Holling-Dr	Mr White	
Mr and Mrs	worth	Mr F. C. Will	
Mr W. H. Howard	Mr D. Hudig	Mr and Mrs	
Mr D. Hudig	Mr and Mrs A. R. R.	Wood word	

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	Mr. P. R. Adams	Mr. M. R. Mo	
reports:	Mr. W. P. Barber, Jr.	Mr. J. E. Jos	
Easterly	Mr. W. K. Bissang	Mr. B. Emer	
th. Ely	Mr. F. P. Bouham	Mr. J. Munch	
	Mr. Anthony Brogan	Mr. H. H. Her	
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to fresh	Mr. E. W. Buchanan	Mr. A. E. Pa	
the wind	Miss J. Diney	Mr. J. E. Pa	
3.51 to	Mr. B. Durness	Mr. James J.	
terminated	Mr. W. E. E. Eskine	Miss Potom	
Lalod,	Mr. Thos. E. Evans	Mr. T. Poltr	
g. S. E.	And Mrs. H. Eyre	Mrs. Petrie	
ily.	Mr. R. M. Ezekiel	Mr. Rodring	
	Mr. A. J. Goodwin	Mr. Schwart	

Mr A. A. Holmsoth Mr

Wednesday,	Mr. A. A. Heimsoeth Mr. W. Welliwell Mr. F. W. Hendrick Miss Hendrick Mrs. C. M. Hodgman Mr. L. Hidalgo	Mr. F. G. St. John Mr. S. H. St. John Mr. O. Temp Mr. and Mrs. and children
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Mr J. O. Brien. Mr
Mr G. F. Burns. Mr

BOOKET.	Mr J. O. Brien	Mr J. Kern
to Siberia	Mr G. F. Burrus	Mr R. E. Leale
FRIDAY	Mr Wm. Cadden	Mr and
at Amoy	Mr J. S. Chubb	Laazius
Francisco,	Mrs L. Disleria	Mr J. Living
Manila, Poru,	Mr F. M. Egain	Mr and Mrs
follows:	Mr W. Garlock	Mr O. G. Sm
at 2 a.m.	Mrs B. Gray	Mr Wallace
10 cents	Mrs G. Hill	Mr M. J. W
	Mr L. D. H. Hopkin	Mr K. M. W
	Dr Hough	Mr L. C. Y

FELISIAN HOUSE.

Miss K. Baylis	Mr Hibberd
Mr M. Bishop	ners
Mr Fred. A. Brown	Mr H. A. M

Mr Colton	Mrs
Mr W. J. Cross	ch

Mr Colton	Mrs Morris
Mr W. J. Cross	children
Mr N. J. A. DeFaria	Mr J. Noble
Mr Dobbs	Mr Porret
Mr and Mrs P. Dolz	Mr J. H. S.
Mr Edwards	Mr S. H. S.
Mr Hancock	Mr J. H. Tu
Mr J. Hitchings	

KING EDWARD HOTEL

Mr M. K. Agor	Mrs R. R. W.
Mr A. E. Agor	son
Capt. W. Ehrhardt	Mrs Jackson
Captain C. A. Grou	Mr J. W. J.
delius	Mrs J. J. Watt
Mrs Grunwald	and Capt. E. K.
	Mr J. J. Mo
Miss Hanson	Mr and Mrs
La-Comd. R. R.	W. M. K. Tana
Henderson	

Section.	Section.
1. From Green Island to the Gas Works.	7. From Naval Yard to Blue Buildings.
2. From Gas Works to Jardine's Wharf.	8. From Blue Buildings to East Point.
3. From Jardine's Wharf to the Harbour's Office.	9. From Koller's Island to North Point.
4. From Harbour Master's to the Market.	10. Kowloon Wharves.
5. From the Market to Peddars Wharf.	11. Jardine's Wharf.
6. From Peddars Wharf to the Naval Yard.	

Meier Herbert	Zafiro	3	Chicago				
	Sailing Vessels						
	2	Waters	Brit. sch.	90	May 14	Order	

China Coast Meteorological

Register.						
4th July.—At 4 P.M.						
	Station.	Hours.	Baromet.	Temperature.	Humidity.	Wind.
11/10.						
11/10.						
11/10.						
11/10.						
11/10.						
11/11.						
237	Vietnook.	3 p.	28.72	—	—	SE
240	Nemuro	"	28.81	—	—	SE
193	Hakodate.	"	28.86	—	—	SW
457	Fukuo	"	28.91	—	—	SE
468	Kochi.	"	28.91	—	—	SE
140.	Kagami.	"	28.91	—	—	SW
140.	Kagoshima.	"	28.95	—	—	SE
140.	Oshima.	"	28.96	—	—	SE
140.	Naha.	"	28.89	—	—	SE
140.	Ishijima.	"	28.81	—	—	SE
140.	Taihuoku	1 p.	28.70	—	—	SW
140.	Taihu.	"	28.69	—	—	SW
6 p.m.	Taiwan.	"	28.74	—	—	SE
92.	Koshan.	"	28.75	—	—	SE
71	Pencadores.	"	28.70	—	—	SE
92.	Weihaiwei.	3 p.	28.73	77	91	SEW
72	Catash.	"	28.73	77	91	SEW
72	Shan P.	"	28.64	84	81	SE
72	Amoy.	"	28.67	83	87	SE
82.	Swatow.	"	28.64	87	78	SE
82.	Canton.	"	28.62	89	86	NE
82.	Hongkong.	4 p.	28.68	85	86	SE
82.	Vict. Peak	"	28.62	—	—	SEW
82.	Gap Rock	"	28.61	—	—	SE
82.	Macao.	"	28.61	86	—	SE
82.	Haiiphong.	"	28.62	87	—	SE

Manila	20.50	84	71	SW
Bacod	8 p.	—	—	SW

Manila	3 p.	99.48	85		
Bacolod	3 p.	99.48	85		
Cebu	3 p.	99.48	85		
O.S. Janco	3 p.	99.48	85		
Malate	3 p.	99.48	85		

5th July, 1942	10 a.m.				
Vistock	1 a.	28.65			
Nemuro	1 a.	28.65			
Hakodate	1 a.	28.65			
Kokoi	1 a.	28.65			
Nagasaki	1 a.	28.65			
Kagoshima	1 a.	28.65			
Oshima	1 a.	28.65			
Naha	1 a.	28.65			
Ishihama	1 a.	28.65			
Tsushima	1 a.	28.65			
Takoto	1 a.	28.65			
Takoto	1 a.	28.65			

Koshun ...	20.81	—	—	8
Bandaru...	22.78	—	—	8W

Can rank		Height.		Can rank		Height.	
in	ft.	in	ft.	in	ft.	in	ft.
452	2.0	7 1/2	1.8	453	2.0	7 1/2	1.8
453	2.0	7 1/2	1.8	454	2.0	7 1/2	1.8
454	2.0	7 1/2	1.8	455	2.0	7 1/2	1.8
455	2.0	7 1/2	1.8	456	2.0	7 1/2	1.8
456	2.0	7 1/2	1.8	457	2.0	7 1/2	1.8
457	2.0	7 1/2	1.8	458	2.0	7 1/2	1.8
458	2.0	7 1/2	1.8	459	2.0	7 1/2	1.8
459	2.0	7 1/2	1.8	460	2.0	7 1/2	1.8
460	2.0	7 1/2	1.8	461	2.0	7 1/2	1.8
461	2.0	7 1/2	1.8	462	2.0	7 1/2	1.8
462	2.0	7 1/2	1.8	463	2.0	7 1/2	1.8
463	2.0	7 1/2	1.8	464	2.0	7 1/2	1.8
464	2.0	7 1/2	1.8	465	2.0	7 1/2	1.8
465	2.0	7 1/2	1.8	466	2.0	7 1/2	1.8
466	2.0	7 1/2	1.8	467	2.0	7 1/2	1.8
467	2.0	7 1/2	1.8	468	2.0	7 1/2	1.8
468	2.0	7 1/2	1.8	469	2.0	7 1/2	1.8
469	2.0	7 1/2	1.8	470	2.0	7 1/2	1.8
470	2.0	7 1/2	1.8	471	2.0	7 1/2	1.8
471	2.0	7 1/2	1.8	472	2.0	7 1/2	1.8
472	2.0	7 1/2	1.8	473	2.0	7 1/2	1.8
473	2.0	7 1/2	1.8	474	2.0	7 1/2	1.8
474	2.0	7 1/2	1.8	475	2.0	7 1/2	1.8
475	2.0	7 1/2	1.8	476	2.0	7 1/2	1.8
476	2.0	7 1/2	1.8	477	2.0	7 1/2	1.8
477	2.0	7 1/2	1.8	478	2.0	7 1/2	1.8
478	2.0	7 1/2	1.8	479	2.0	7 1/2	1.8
479	2.0	7 1/2	1.8	480	2.0	7 1/2	1.8
480	2.0	7 1/2	1.8	481	2.0	7 1/2	1.8
481	2.0	7 1/2	1.8	482	2.0	7 1/2	1.8
482	2.0	7 1/2	1.8	483	2.0	7 1/2	1.8
483	2.0	7 1/2	1.8	484	2.0	7 1/2	1.8
484	2.0	7 1/2	1.8	485	2.0	7 1/2	1.8
485	2.0	7 1/2	1.8	486	2.0	7 1/2	1.8
486	2.0	7 1/2	1.8	487	2.0	7 1/2	1.8
487	2.0	7 1/2	1.8	488	2.0	7 1/2	1.8
488	2.0	7 1/2	1.8	489	2.0	7 1/2	1.8
489	2.0	7 1/2	1.8	490	2.0	7 1/2	1.8
490	2.0	7 1/2	1.8	491	2.0	7 1/2	1.8
491	2.0	7 1/2	1.8	492	2.0	7 1/2	1.8
492	2.0	7 1/2	1.8	493	2.0	7 1/2	1.8
493	2.0	7 1/2	1.8	494	2.0	7 1/2	1.8
494	2.0	7 1/2	1.8	495	2.0	7 1/2	1.8
495	2.0	7 1/2	1.8	496	2.0	7 1/2	1.8
496	2.0	7 1/2	1.8	497	2.0	7 1/2	1.8
497	2.0	7 1/2	1.8	498	2.0	7 1/2	1.8
498	2.0	7 1/2	1.8	499	2.0	7 1/2	1.8
499	2.0	7 1/2	1.8	500	2.0	7	

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3		86°

F. G. FROG, First Assistant
Hongkong Observatory, July 6, 1901.

1. BAROMETRIC reduced to 32 degrees Fahrenheit and to the level of the sea 10 inches, steady.
2. THERMOMETER in the shade, in degree Fahrenheit.
3. HUMIDITY, in percentage of saturation, dry or moist with moisture being 100.
4. DIRECTION OF WIND, according to Beaufort's scale.
5. FORCE OF WIND, according to Beaufort's scale.
6. GRADE OF WEATHER, by blue sky, haze, clouds, etc.
7. DISTINGUISHING FEATURES, such as rain, fog, hail, sleet, snow, squalls, or passing showers, or equally, a rainbow, thunder, or visibility, or dew (see)
8. STATE IN inches, tenths and hundredths.

SIR ROBERT HART,
MEMORANDUM.

4th, 1906.

A Series of Articles on Sir I
HARRY'S SCHEMES for the Im
ment of China.
Reprinted from the *China Mail*.
had in pamphlet form at this Office.

PRICE 60 CENTS.

Hongkong, July 4, 1904.

SEARE LIST.—QUOTATIONS

July 5, 1905.

July 5, 1905.

Stocks.	No. of Shares.	Value.	Paid up.	Having Quotations.
				Daily.
BANKS.				
Hongkong and Shanghai Bank Corp.	80,000	£ 125	all	1895, buyers
National Bank of China, Limited	99,925	£ 7	£ 5	337, buyers
MARINE INSURANCE.				
Canton Insurance Office Co., Ltd.	10,000	£ 250	£ 50	430, sales & buyers
China Traders' Insurance Co., Ltd.	74,600	£ 33.83	£ 25	475, sellers
North-China Insurance Co., Ltd.	10,000	£ 15	£ 2	Tls. 82
Union Insurance Society, Ltd.	10,000	£ 250	£ 100	6055
Yangtze Insurance Association, Ltd.	3,000	£ 100	£ 30	8172
FIRE INSURANCE.				
China Fire Insurance Co., Ltd.	20,000	£ 100	£ 20	287, sellers
Hongkong Fire Insurance Co., Ltd.	8,000	£ 250	£ 50	3823, sales
DOCKS, ETC.				
H'kong & Whampoa Dock Co. Ltd.	50,000	£ 50	all	1194, buyers
Geo. Fenwick & Co., Limited	18,000	£ 25	£ 25	4334
New Amoy Dock Co., Ltd.	8,000	£ 2	£ 2	118, sellers
S. C. Farquhar, Boyd & Co. Ltd.	56,700	Tls. 100	Tls. 100	Tls. 138
STEAMBOATS, ETC.				
China and Manille S. S. Co. Ltd.	30,000	£ 25	£ 25	221, sellers
Donghai Steamship Co., Limited	50,000	£ 50	all	334, sellers
H.K. C. and M. Steamboat Co., Ltd.	80,000	£ 15	£ 15	227, buyers
Indo-China S. N. Company, Limited	80,000	£ 10	£ 10	136, buyers
Star Ferry Company, Ltd.	10,000	£ 5	£ 5	457, sales & sellers
Shell Transport & Trading Co. Ltd.	30,000	£ 1	£ 1	23, sellers
Toko Tug and Lighter Co., Ltd.	8,600	Tls. 60	Tls. 60	Tls. 30, sales
Shanghai Tug & Lighter Co., Ltd.	200,000	Tls. 50	Tls. 50	Tls. 61, sales
Do. Preference.	100,000			Tls. 64, sales
REFINERIES.				
China Sugar Company, Limited	20,000	£ 100	all	213, sellers
Euxon Sugar Company, Limited	7,000	£ 100	all	231, sellers
Perak Sugar Cultivation Co., Ltd.	7,000	Tls. 50	T 50	Tls. 71, sales
WHARVES.				
H.K. & Kow. Wharf & Godown Co.	30,000	£ 50	all	495, buyers
Shanghai and Hongkew Wharf Co.	20,000	Tls. 100	Tls. 100	Tls. 175
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	£ 100	£ 50	1114, buyers
Shanghai Land Investment Co., Ltd.	52,000	Tls. 50	Tls. 50	Tls. 122, buyers
Kowloon Land and Building Company, Limited	6,000	£ 50	£ 25	440, sellers
WATERWORKS.				
Well-bell Land & Building Co.	3,774	Tls. 25	Tls. 25	Tls. 12, buyers
Humphreys Estate & Finance Co.	150,000	£ 10	all	124, sellers
West Point Building Co., Limited	12,500	£ 50	£ 50	554, sellers
TRAMWAYS.				
H.K. High-Level Tramways Co., Ltd.	1,250	£ 100	all	2124, buyers
MINING.				
Société Française des Charbonnages du Tonkin	15,000	£ 250	all	490
Ranb Auet Gold Mining Co., Ltd.	200,000	£ 1	18/10	36, sales
HOTELS, ETC.				
Hongkong Hotel Company, Ltd.	12,000	£ 50	all	1142, sellers
Astor House Hotel Ltd. (H'kong)	2,000	Tls. 50	Tls. 50	Tls. 140, sellers
Astor House Hotel Co., Ltd. (Sh'hai)	80,000	£ 25	£ 25	314, buyers
DISTILLERIES.				
A. S. Watson & Co., Limited	50,000	£ 10	£ 10	1124, sales
Watkins Limited	10,000	£ 10	£ 10	33, sellers
LIGHTING.				
H.K. and China Gas Co., Limited	7,000	£ 10	all	1170, ex div., buyers
Shanghai Gas Company, Ltd.	8,000	Tls. 50	Tls. 50	Tls. 122, buyers
Hongkong Electric Co., Limited	30,000	£ 10	£ 10	1174
New Electric (new issue)	30,000	£ 10	£ 5	1114, sellers
BRICK AND CEMENT.				
Green Island Cement Co., Ltd.	150,000	£ 10	£ 0	6264, sellers
MISCELLANEOUS.				
Bells Asbestos Eastern Agency, Ltd.	8,604	£ 12/6	£ 12/6	35, buyers
United Asbestos Sales Oriental Agency, Limited	10,000	£ 10	£ 4	394, sellers
H.K. Steam Water-bat Co., Ltd.	16,000	£ 10	£ 10	1116, sellers
Hongkong Dairy Farm Co., Ltd.	25,000	£ 75	£ 6	117, sellers
Hongkong Ice Company, Limited	5,000	£ 25	all	1245
Shanghai Waterworks Co., Ltd.	7,200	£ 2	£ 2	Tls. 450, buyers
H'kong Rope Manufactory Co., Ltd.	10,000	£ 10	£ 10	1152
Hongkong Cotton Spinning Co., Ltd.	120,000	£ 10	£ 10	Tls. 164, sellers
Ewo Cotton Spinning and Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 41, buyers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 28
Loac-King-Mow Cotton Spinning and Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 42
Soy Chee Cotton Spinning Co., Ltd.	2,000	Tls. 500	Tls. 00	Tls. 189, sellers
China Provident Loan Mortgage Co., Ltd.	50,000	£ 10	£ 10	1375, sellers